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MAGAZINE

January 1996 \$2.00

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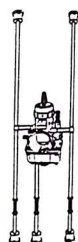
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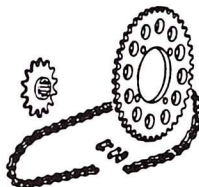
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On the cover: Jack Lafferty Jr. twists it wide open in the Delaware phrag fields. Even though he had a lousy day, he still wrapped up the ECEA championship, this time for the eighth time! Photo by Bossman.

January 1996
Volume 26 Number 1

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Warning: Anyone harboring conspiracy theories around the content of this magazine is sadly deluded and should immediately visit a physician for a Prozac perscription. Trail Rider is a hand-to-mouth operation, and we are not capable of anything loftier than putting out a magazine each month as sloppily as we can. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER

by Paul Clipper

Spectating in the Nineties

A top national class enduro rider said to me once, "I don't see how you can do it! I went and spectated at one enduro—the only one that year that I didn't ride—and I was so bored I could have cried! It was awful. I couldn't wait to get out of there and go home!"

Well, I can't say that I totally disagree with him. The only way I can keep myself amused at enduros (and I hardly ever ride them any more), is to keep focused on the job at hand, which is running around and heading off the leaders, and trying to get the Killer Shot of them that might make it onto the cover of Trail Rider next month. It's a difficult thing to hit the spectator spots, and even some extracurricular spots the club might slip me privately, and know how long you can stay before you have to rush to the next spot, knowing who to look for, maybe have an idea from the check crews on who's doing what. If you can get into it, it'll keep you excited half the day.

And then, you head back to the finish and wait for everyone to come in, and for all the excuses to start, and the bench racing machine to get cranked into high gear...and I'm sorry, for me it's nap time. Boys, I love you all dearly, but in the past 25 years I've heard just about all of the stories!

Now if I can only keep myself amused by knowing exactly what's going on, and who is who, what do you think happens to all the friends, relatives and wives/girlfriends that come along with the racers? Let me ask you this: do you ever have to beg them to join you? Promise things that will cost you large sums of money?

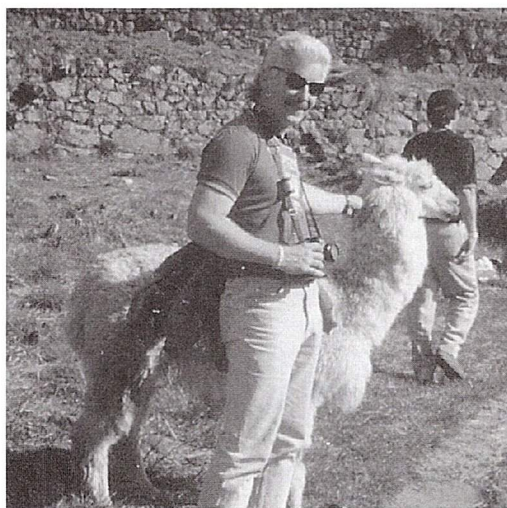
I have a sneaking suspicion why this might be. There's a small chance—just maybe—that they're bored to tears. Hanging around at an enduro is fine if the weather is great, the area is somewhat scenic and nice, and maybe there's some people you can hang out with. But if you don't know what is going on, and maybe the weather is miserable, and maybe you're stuck in an ugly gravel pit all day...well, you're going to have to be really convinced to come back to an enduro.

I think about this sort of thing a lot, having ridden enduros for 20 years, and now spending a lot of time hanging around on the fringes. The basis of my business is communication, and I always figured that anything becomes more interesting if you know more about it, know what's going on. For this, you have to rely on communication, by whatever means is convenient, or

most efficient, or entertaining, or whatever rings your bell at the time. You're apt to be most attentive if you have your finger on the pulse at the time. That's why people buy police scanners, or CB radios.

I was musing about this at the Delaware National, and I had an epiphany of sorts. I was walking away from the closed-down Sluice when I wandered past one of the spectator's trucks, and inside a girl was talking on a CB radio to someone else involved with the event. Almost as a reflex I asked what channel she was tuned to, figuring I'd go back to the truck and turn on my radio, and hook into whatever they were talking about. I had installed a CB to help out on the road with traffic and such, and this seemed like another natural way to remain entertained.

Now, of course in the amount of time it took to walk the next 20 feet and get into my truck I forgot all about it, and never did



(Sidney Dickson photo)

turn the radio on, but later I was thinking about it and realized that in our small group, our extended family of enduro enthusiasts, we have a perfect opportunity to revolutionize spectating at enduros.

What if all the pit crews went out and bought CB radios? Everybody tunes to the same frequency and without any other involvement we could then be all linked up and talking to each other. You could pass information back and forth on where the most interesting spectator spots are, how to get there, and how everybody seems to be doing in the race. Now I know you're going to say, "Yeah, great, another thing to buy..." but you can go out and buy a cheap CB with an antenna for \$50 or less. Sure, you can spend \$300 or more, but since they are all limited to a certain amount of output wattage more money isn't going to buy you anything more than bells and whistles.

Let's take this a step further. How about if the club made sure that each checkpoint crew had a radio, and as riders came through the check the person running the backup sheet could be broadcasting the scores as they came in. Now you also know where your rider is on the course, and by hearing his score you also know if it's going

to be a long ride home that night, if you know what I mean. Before the start the club could post the channel they would be using for that day, so everybody could get synched in.

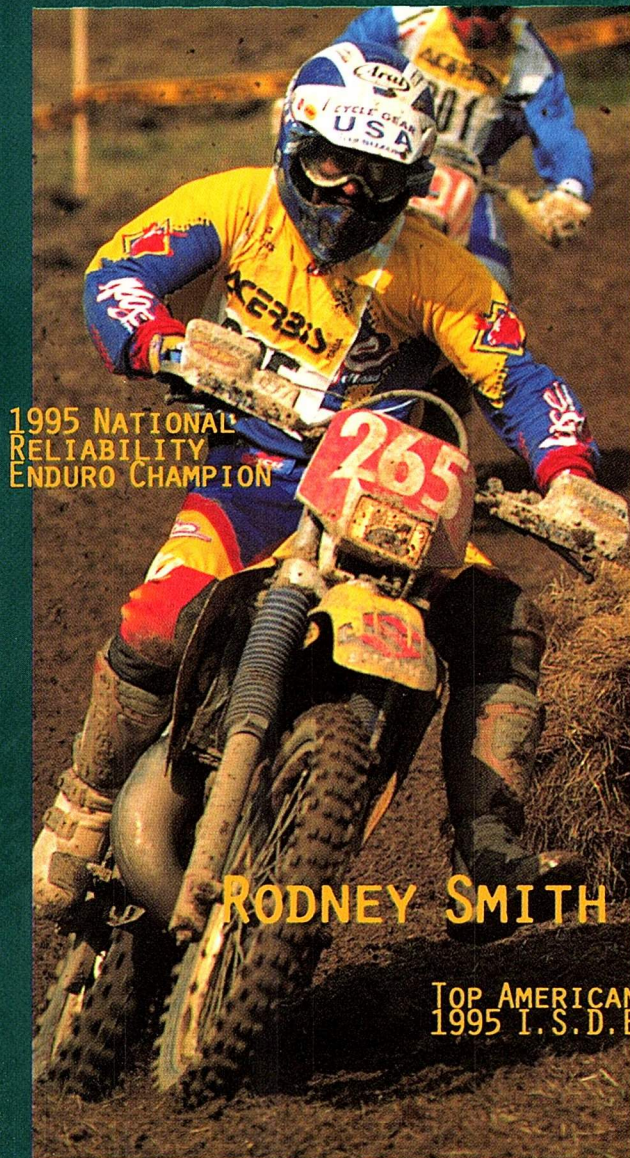
Granted, it will be difficult for you to hear every score from every check, so what you need is some way of consolidating the hundreds of scores that the riders will post at every check. The radio person could periodically broadcast the top ten scores from that check—just rider number and score, at the minimum—or could concentrate on just the scores of the current top 20 riders in the association. Yes, without a little refinement this would be pandemonium once you got six or seven checks reporting scores, but hey, pandemonium can be fun, especially if the alternative is dragging around a truck full of stinky gas cans while you're listening to NPR.

The clubs that are currently using computers have an even greater possibility. How about if someone back at the fire house was collecting the scores as they came in, and using them to update an electronic leaderboard on the premises? Why? Well, maybe there are no spectator points, or none for a couple of hours. Or maybe the gas stop is back at the pits and your crew doesn't have any desire to leave; like perhaps it's raining or cold or your crew is just a bunch of whiners. If the food was really good (like at Beehive), and there was plenty of coffee and soft drinks, this would be an excellent situation. You could listen to live radio pandemonium of scores coming in and lost gas crews gabbing back and forth, sucking down coffee and doughnuts while watching a spreadsheet-style leaderboard on a monitor showing the unofficial scores of all the top riders. Add somebody shooting live video back to another screen on the premises and I guarantee you'll see me there hooking up a video capture unit so I can steal my photos!

All right, I admit that this could get more and more hare-brained as you added things to the mix, but the basic premise is still valid: to make enduros more interesting for the spectators. This is exactly the sort of thing they needed at the ISDE two years ago in Tulsa; were it my ISDE I wouldn't have rested until we had such a system up and running. Without a leaderboard to tell you what's going on—or even who is who—all you have is a bunch of empty trucks sitting in a field, and a few lonely dogs sleeping in the shade. And that's just about all that was happening in Tulsa for the Six Days.

Think about it; take the idea to your club meetings (yeah, I can see it now. A certain club from the middle of New Jersey would want radios with special frequencies so nobody else knew what they were doing. Maybe voice scramblers on the microphones?), see what everybody thinks. Give it fair consideration, after all, it's the '90s. All you read about these days is the Internet, and the Information Superhighway for the year 2000 and beyond. The least we can do is adopt a 40-year old technology in the interest of making enduros a little bit more of a spectator sport. □

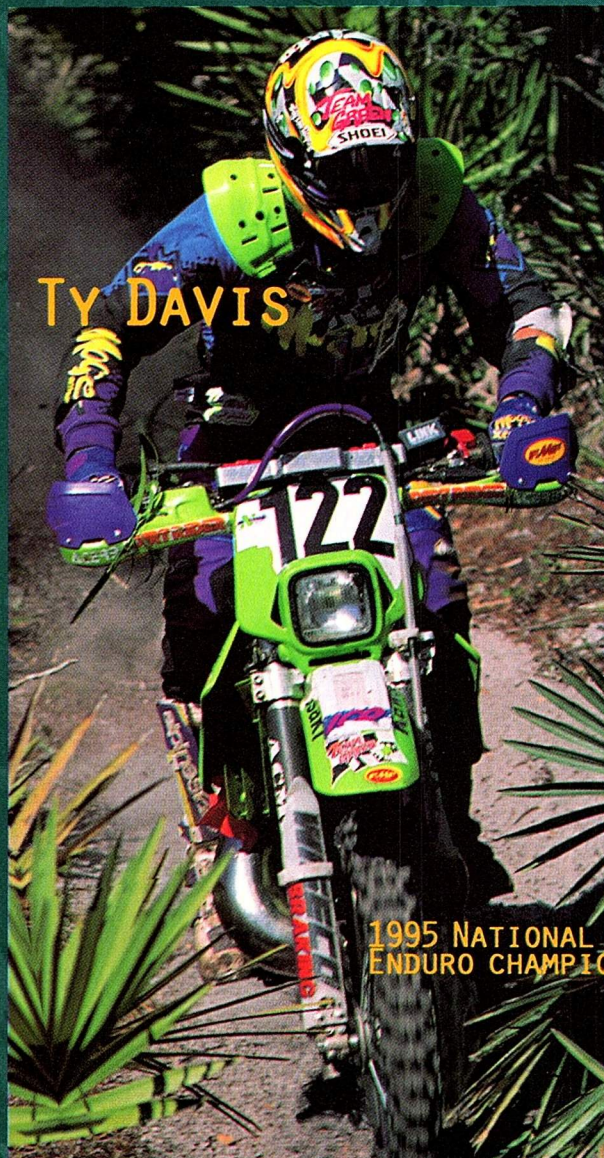
dual threat



1995 NATIONAL
RELIABILITY
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RODNEY SMITH

TOP AMERICAN-
1995 I.S.D.E.

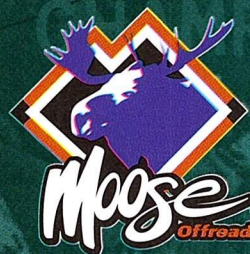


TY DAVIS

1995 NATIONAL
ENDURO CHAMPION

double trouble

Moose Offroad factory riders Ty Davis and Rodney Smith have done it again. First, Rodney Smith captured the National Reliability Enduro Championship and then grabbed top American honors at this year's I.S.D.E. in Poland. Then, Moose's own Ty Davis smoked the competition and seized this year's National Enduro Championship title. Once again, Moose factory riders have carried the torch, delivered the thunder, and left the competition right where they found them - in the dirt.



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EASTERN NEWS

New Jersey Legal

The New Jersey Trails Conservancy has started the ball rolling towards legalizing trail bikes in the state of New Jersey. This has not been a simple and easy thing; ultimately the NJTC had to re-write legislation, basically lumping "off-highway motorcycles" in with snowmobiles and ATVs in the state laws. What this will do is get you a license plate for your enduro bike, and the ability to ride in the state forests without major hassle or modifications to the machine. A synopsis of the bill is available from NJTC at 212 Cedar Street, Lakehurst NJ 08733, (908)657-6338, and they can tell you who your local assembly-person is. You can also find out the names of your local Assemblymen from Legislative Services at (800)792-8630. When you learn who your Assembly Representative is we want you to get in touch with them by phone, fax or mail, and tell them you expect their support for Assembly Bill A3161, which will bring money into the state through registration of off-road vehicles. As of this writing the bill has not been introduced (still waiting for our tax-supported state legislators to return from vacation), but it is important to get behind A3161 and get the ball rolling. This will finally solve the problem of how to register an enduro bike in the state of New Jersey, so find out who your local representatives are and get in touch with them.

NETRA Season Finals

No surprise that Kevin Hines wrapped up the NETRA enduro championship this year. With a perfect set of wins across the season, who else had a chance? Still, it's good for him; although Kevin won the hare scrambles championship in 1981, he never won the enduro championship, instead concentrating on the national enduro title all these years.

The hare scrambles title came down to a final battle between 1995 champion Scott Phelps and Tommy Norton, at the Lembo Lake series final in New York a few weeks ago. Phelps got the holeshot but broke his rear brake lever on the first lap, forcing him to spectate the rest of the race. Norton went on to win the race and the championship. Next year, Norton plans to race the GNCC series again, and again with a Yamaha ride. Hines plans to continue his CRE Imports business, selling CRE modified parts to Honda CR owners...and yes, you'll probably see him at a few NETRA enduros!

Massachusetts Ban Still Not Final

You may have read in a few different places that the Massachusetts off-road riding ban was defeated, this fall. Nothing could be further from the truth! Our riding is still in grave danger, and depending on the outcome of the public meetings being held on November 30 (unfortunately after this is being written), we may or may not lose our right to ride in Massachusetts state forests.

Like we've said before, the key to the whole thing is letting everyone know that you oppose this ban, and you pay taxes or spend money riding in Massachusetts. You should call and write to legislators and the governor of Massachusetts, and for a direct impact on the DEM, the following is a list of board members for the Massachusetts Board of Environmental Management. Contact everyone you can, and let your opposition be known, and we may be able to ride in Massachusetts again in the spring.

Robert A Durand
Chairperson, Natural Resources and
Agriculture
State House, Room 109-C
Boston, MA 02133
(617)722-1120

Michael P. Last
Board of Environmental Management
14 Cliff Road
Wellesley Hills, MA 02181
(617)542-6000

Theodore Ames
Board of Environmental Management
37 High Street
Pittsfield, MA 01201
(413)499-0596

Deborah D. Cary
Board of Environmental Management

16 Merriam Road
Princeton, MA 01541
(508)755-8899

Jeffrey Tranen
Board of Environmental Management
12 Whitridge Road
South Natick, MA 01760
(508)366-9011

Elisa Campbell
Board of Environmental Management
27 Pine Grove
Amherst, MA 01002
(413)545-1853

Ron Smith
Board of Environmental Management
20 Pease Terrace
Lee, MA 01238
(413)243-9813

A written comment period will follow the hearings on November 30, and the period will extend until December 31, after which a decision will be handed down by the DEM, people who, by the way, are paid with your tax dollars. Written comments can be sent to the following state employee, but you should still contact everyone on the board, above. Written comments to: Todd Frederick, Director, Division of Forests and Parks, 100 Cambridge Street, Boston MA 02202.

Stolen Bike

If you're from South Jersey, be on the lookout for a stolen '79 Honda XR185. It's red with a black frame and a Super Trapp exhaust; serial number MD025006727. Owner John Hussey says "I know it's not much, but it was paid for..." If you know anything, call John at (201)748-9669. He's offering a reward for anyone who can help him recover his ride.

Flat Liner

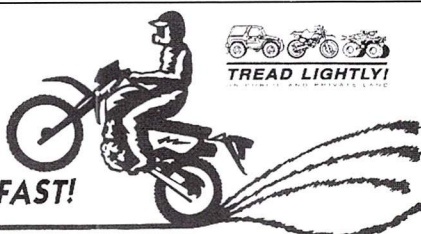
Tech Products wants everyone to know that they don't have to suffer any flat tires this spring. Their newest product is the Pro-Tech Liner, which is just what it

says it is: a foam liner that fits in your tire along with an inner tube. This way, you have a high degree of flat protection as well as the ability to adjust the air pressure. A liner also doesn't get as hot as a full foam tube in severe conditions. The Pro-Tech Liner goes for \$59.95 for a rear liner, and Tech has them in stock. Get in touch with them at (201)848-0668. Look for liners to be the new big thing this year. Right now, we're waiting to see a new liner that Dunlop has developed, that they have been testing in Baja, rumors claim. The liner wars are coming!

Don't Squirt

Mel Lill is famous in Michigan for his

**DON'T BE A
DIRT-SQUIRT**
TRAILS WEAR OUT - TOO FAST!



trail maintenance machine. He built a special whoop-smoothing tractor and uses it to maintain Michigan's vast trail system. He even came east and did a job in Myles Standish State Forest one year, smoothing out all the neck-deep whoopeddos that have grown there (accompanied by a complete lack of interest from the Massachusetts D.E.M., who prefer to promote the image of off-road motorcyclists as do-nothing out-laws...but don't get me started). Mel knows trails better than nearly anyone in the country, because of his close-up experience in fixing them, and if there ever were such a thing as an expert on whoopeddos, Mel is the man. He tells us that competition riders and the heavy-handed throttle jockeys are the cause of the whoopeddo blight. "Competition riders don't admit that whoops and ruts are bad things," he tells us, "But when every loop is 20+ miles of continuous bike-swallowing whoops, how many beginning riders are going to continue?"

Good point. To promote this fact, Mel has printed up a bunch of bumper stickers that proclaim "Don't Be A Dirt Squirt—Trails Wear Out Too Fast!" He offers the design free to anyone who can use it. If you want to get in touch with Mel and talk whoopeddos with him, you can reach him at 15979 Cutler Road, Portland, MI 48875.

Ammo Error

We apparently lost our minds in the Ammonoosuc Turkey Run story in last month's issue, and gave all the credit to Ray Ellis. Actually, the trail boss of the event was Ken Chace, not Ray as initially reported. Also, the spiritual leader of the Norumbega Trail Riders is Magnus Emilsson, which we should have known. Ray Ellis claims he just one of the cogs on the drive gear of the club; we say they all do a great job, and thank them all for a fine event. □

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

RD 1, Box 2216
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Asc. (VETRA)

P.O. Box 136
South Pomfret, VT 05067

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Racer Productions
(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

Budds Creek Hare Scrambles

(301)475-2000
District 4 Enduro Comm.
(716)594-0384

AMA

P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider Alliance, NENYC

8 Komar Drive
Charlton, NY 12019

New Jersey Trails Conservancy (NJTC)

212 Cedar Street
Lakehurst, NJ 08733
(908)657-6338

District 6 Sports Asc.

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

SETRA

5165 Thompson Mill Rd.
Lithonia, GA 30038

Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

Virginia Championship Hare Scrambles Series (VCHSS)

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Smithfield, VA 23430
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Spring Tour

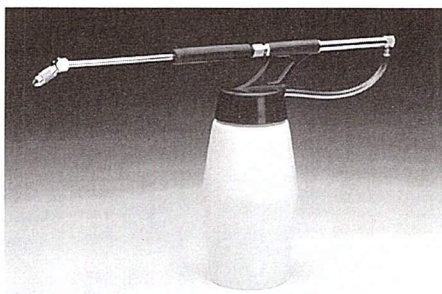
If you've ever wanted to take a dual sport tour of Nevada, here's your chance to do it with us. Nevada Motorcycle Adventures has put together the Trail Rider Spring Tour, in which we are going to join them for a week-long jaunt around the Silver State. The date is from April 28 to May 3, which appears to be six days of riding, and one of us from the Trail Rider staff, either Mark or Clipper, will be riding along. The discount cost for this Trail Rider Tour is \$1100, and it includes a motorcycle, guides, support truck, lunch each day, trail refreshments and lodging during the ride. Matt from NMA tells us we'll be riding along the California border into central Nevada, from the high Sierras to the Nevada highlands; and that's starting from Reno. Total distance is about 800 miles of dual-sport and easy trails, and you will enjoy it. You'll see some of the most remote country you've ever seen, and some real wide open spaces. For more detailed information and a brochure, contact Matt at (702)359-4380; and let's go riding!

Plessinger/Summers Show

KTM's Scott Plessinger ended his season-long war for the AMA Grand National Cross Country championship with a win in Crawfordsville, Indiana. The series had come down to a pitched battle between Plessinger and Scott Summers of Team Honda, and on this final day Summers just

had a miserable time, including hitting a flag person on the course and going down while he was in the lead. Once Plessinger got out front he never looked back, taking the GNCC crown once again.

The Two Scotts Show moved on to Kent, Washington, for the last round of the AMA National Hare Scrambles series, and the situation there was similar. Whoever won the event had the series in the bag. Actually,



Plessinger only needed to finish second to Summers in order to win it all, but you know how that always goes. The course for the day included long asphalt stretches of the Seattle International Raceway; at which point Summers probably giggled a lot and went rummaging in his van for his 18-tooth countershaft sprocket. Plessinger meanwhile seemed to be in shock, according to witnesses, not able to believe he was looking at the course, and not just another Winston Cup series stock car race. The results were predictable: Summers had about 30 mph on Plessinger on the asphalt, and flat walked away from him. Plessinger had major trouble getting up to speed, and Rodney Smith jumped in between the two, forcing Plessinger into third overall and Summers into the series win.

And that's the way they went. Look for the Plessinger/Summers show to start up again in the spring!

Winningest Rider

By the way, this National Hare Scrambles championship for Scott Summers is his seventh national championship, surpassing Rick Johnson and Jeff Stanton's motocross championship record, who have six championships each. This event was also Summers' 58th national win.

Let Us Spray

White Bros has introduced something every one of us has at one time or another swore that we needed. Their new Hi-Pressure Washer is a hand-pump pressure washer that holds one and a half quarts of water and allows you to quickly hose off your bike no matter where you are. Perfect for those traiside top-end jobs! It seems to us that the washer should be made to hold a gallon of water (we have lots of mud out here!), but for a suggested retail price of \$26 or so, we're willing to try it out. Contact White Brothers at (714)692-3404 and tell them Trail Rider told you about it.

NRTFA Still On Track

Blue Ribbon sent us a fax to let us know that the National Recreational Trails Fund Act was still on track, and as a matter of fact looks better than it ever has in its most recent state. Instead of relying on funding appropriation and the annual budget battle, the NRTFA has been funded through an amendment to the National Highway

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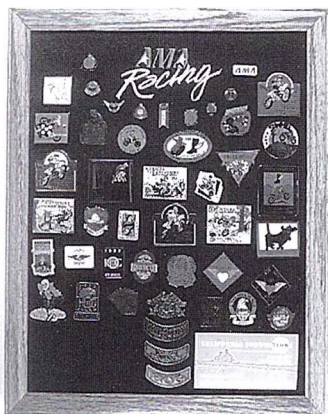
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Baja 1000

Even without the help of the late Danny Hamel, or that of retired Larry Roeseler, Kawasaki once again came out on top of the annual Baja 1000, without a doubt the most prestigious race on the Baja Peninsula. Paul Krause, Ted Hunnicutt and Ty Davis were the top riders this past November 8th; a Kawasaki win for the eighth year in a row, with an average speed of 58.72 mph. Second overall was the Team Honda entry of Johnny Campbell and Jimmy Lewis, who finished the course only eight minutes behind the Kawasaki team, despite sharing the riding chores over only two team members. The Kawasaki team was campaigning a modified KX500 Baja bike, while the Honda boys were mounted on Honda's XR628 four-stroke.



Ride Baja

We received some good, descriptive literature from Nick and Charlie Peltzer, proprietors of Baja Off Road Adventures. They provide tours of the Baja Peninsula to those of us interested in such things, and if you thought you ever wanted to ride in Baja you would do well to get in touch with them and get some of their information. Contact them at (714)528-6539 by phone, or fax to (714)630-4474.

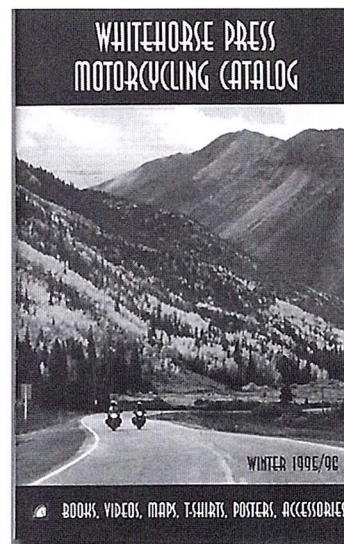
Pin Plaque

If you're like us, you save event pins. Hey, that pin is the only thing I'm going to get from this ride! Right? Until now, though, you've done little more than dropped them in your sock drawer, but have we got a cool idea for you! California Innovations has a thing they call the Pin Plaque, and the AMA Pin Plaque. What they are is a nifty black felt display area in an oak frame, and you can get it with an AMA logo at the top, like the plaque in the picture, or plain. On this plush surface you stab all of those hard-won finisher's pins so you can impress the chicks you lure back to your pad (oops! sorry, we let a politically incorrect statement slip!). The AMA Pin Plaque II and the plain Pin Plaque II retail for \$34.95 and \$24.95 respectively, plus \$4 shipping and handling from California Innovations, 2541 Shingle Springs Drive, Placerville, CA 95667; or get out the plastic

and call (916)677-4321.

Catalog O'The Month

Whitehorse Press, 3424 North Main Street, North Conway NH 03860-0060; (800)531-1133. Whitehorse has the largest stock of motorcycling-specific books on the planet, from service manuals to Zen and the Art of Motorcycle Maintenance. They also sell Metro's line of vintage T-shirts, posters, tapes, and some interesting accessories. If you have an interest in motorcycling, you need this catalog. □



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Moonshine Enduro

by Jungle Dave

Brandonville, PA 9/17

The Moonshine Enduro, was the last rock run on the schedule. Those of us who are Full Life members of the exclusive Rock-Haters Club could hardly wait to get back to the beautiful, soft, forgiving sand. Glorious sand! Just one more session of abuse therapy and I will be cured, at least until the start of next season. Not that I really hate



Marc Grossman rode a perfect enduro at the Moonshine, and took the Grand Champion trophy home for all his trouble.

rocks, they are just so crude and rough around the edges. They have not evolved into lovable sand...yet. Kind of like Cro-Magnon Sand. So maybe in about four million years, I will enjoy racing the northern half of the schedule. Until then, well, "Honey, did you refill my Thorazine script?"

The weather before the event was sketchy, depending on who was speaking. Optimists called it partly sunny, and the whiner, sniveler types classified it as cloudy with threatening showers. In reality, which I avoid like a 125 four-stroke, the weather was all of these things. Saturday, around eleven p.m., the storm began. The cold rain continued throughout the night and into keytime. Anthony Tomasello took the Joe Cool Award, broad sliding into the pits, fully dressed in his riding gear, ten minutes

Last rock concert of the season!

before his row was to leave the line. The Not So Joe Cool Award was the local fire-fighters, with lights, sirens, and PA blaring, administering their personal wake-up call...at 5:30 a.m.! The Brandonville Citizens Fire Company really are some good folk. They generously allowed the use of their clubhouse for the sign up, delicious meals on Saturday and Sunday, and the trophy presentation. Thanks Pugsy!

The free, unlimited camping and start area was located a couple hundred yards down the road from the clubhouse. Luckily, the large grassy field soaked up all the rain without becoming a complete quagmire. The start controls as well as the gas available were all located at the field. The strict tech inspection had more than a few riders scrambling for lamps and batteries to meet the well-announced bike requirements. C'mon people, read and heed the not so fine print.

The Valley Forge Trail Riders, under the direction of second generation club president Jamie Wright, put together a two-loop race. Jamie additionally acted as Trail Boss, with sectional help from Jim, Kevin, Brian, Albie, and Magic. You remember the Magic Trail, right? Also graciously assisting VFTR were the good people from the High Mountain Dirt Riders club.

The first loop, totaling forty-one ground miles, contained two points-taking sections. Two miles of warm-up trail with a reset thrown in, led to the first secret check-in at four and a half miles out. After 3.3 miles of sloppy, typically tight, rocky woods trail, the riders were checked out. A slew of Kawasaki pilots, Marc Grossman, Jeff Kirchner, Richard Shirk, and Mark Spence, dropped four points. Craig Shenigo and B class iron man, Mark Hummel, were also four minutes late.

The next points taking section came after thirty miles of what Trail Boss Wright described as, "Nice, fun, easy trails." Really. The pill bottle did look a couple short though. In all fairness, nobody can control the weather, which was a major fun factor variable. This section, run at 19mph, lasted for over an hour, with not many possibles to fog the time keeping brain. Goggles were the only victims of the fog.

Milepost 33.1 contained the day's first of four creek crossings, which were getting deeper by the minute. Four and a half miles later, the club bumped the



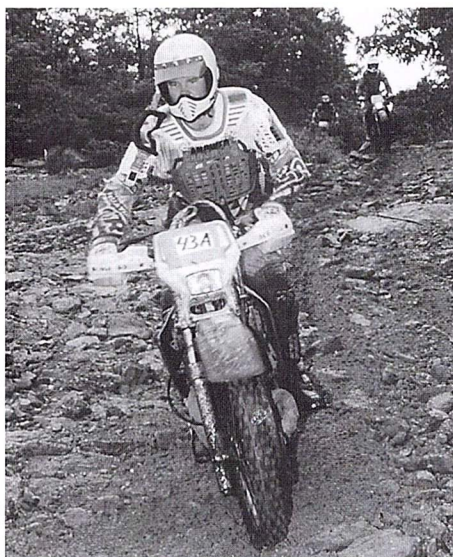
Jeff Kirchner stayed on Grossman, and matched AA rider Craig Shenigo's 24 point score for the A High Point win and second overall.

speed up to 24mph, with the check-in coming shortly thereafter at an even forty clicks out. The woods trails were tight and moderately rocky. At the emergency check out, 4.4 soggy miles later, only two of the top racers posted sixes, Marc Grossman and Mark Spence. Hummel, Kirchner and Shirk all fell a point behind.

Ten minutes later, the riders were back at the start area for the gas available and a well deserved thirty minute drying out period. The smart ones had extra jerseys, goggles and gloves to change into. Those that had no extra gear were granted a reprieve,



The river crossing at Moonshine is always a popular spectator spot, for obvious reasons. Although this looks a lot like Jack Lafferty Sr., it couldn't possibly be him because he's too good of a rider, right?



Marc Streagle was the top finishing C rider of the day, completing the course with only 43 points lost.

the rain actually ceased! Wow! Big yellow ball in sky!

Loop number two started innocently enough, with exactly twelve miles of easy trail. Here, the speed average was raised to 24mph, and the riders were checked in to a rocky (there's the R word again) tight trail piece. This was the event's longest points taker. After almost seven miles, the score to beat in that section was a four, carded by Mark Spence. Riding the wheels off his Honda XR250, Mark Hummel was the only other competitor to match the mud and rock-loving Spence's pace. Grossman, Moyer, Shenigo, Shirk, and our favorite guy on a really blue bike, Tom Folkl, all stayed within striking distance with scores of five late points.

After a large reset and thirteen miles of connector trail was a check-in, number seven. Here, at mile 39.3, Mark Spence suffered a critical meltdown, a brain fade induced burn of five minutes worth a whopping twenty-two hot points! Afterward he told me, "I knew I was hot, but I didn't want to wait on the black topped road." "So I just turned the corner into the woods and the check crew was right there waving me in!"

This set the stage for the overall battle between AA Grossman and B Four-Stroke Hummel. One mile into this six and a half mile section was a seriously deep stream crossing. Grossman was at a slight disadvantage, as there were two more crossings to be navigated. KX's are known for not being very fond of water. Hummel, riding on minute one, was astride a virtual submarine, an XR250. The last water obstacle at 43 miles out was an excellent spot for speculating. The racers did not disappoint the crowd either, as more than a few bikes and bodies ended up on their side in the cold water.

The emergency check out, three greasy trail miles later, saw Grossman besting all competitors with a seven. Hummel, and the majority of the other fast throttle jockeys, were clipped for eight points. Following a twenty-five minute reset, was the start of the day's fifth and final points taker. This 4.4 mile trail of tight woods was going to take the riders right to the known control finish line. Unfortunately, the KC and the entire



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Larry Roeseler

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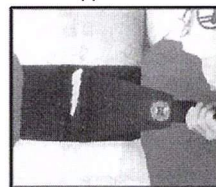
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section had to be tossed due to a certain few racers becoming lost.

After everyone had dried off and packed up, they converged upon the clubhouse. It sure felt good to be warm and dry! When the results were posted and following a brief protest period, Marc Grossman was crowned the Grand Champion. Mark Hummel turned a few heads with his twenty-three point score, good for the High Point B honors and second overall. For third and fourth overall, Jeff Kirchner narrowly edged out Craig Shenigo with his 24/910 to Craig's 24/923. Jeff took the A Vet class win, while Shenigo won the A 250 class. Richard Shirk rounded out the top five overall, second AA, with a score of twenty-five.

The C High Point trophy was awarded to Marc Streagle and his score of 43, beating C Open class winner Mark Bittner by two points. Except for Spence, everyone named Marc or Mark did reMarkably well!

The Valley Forge Trail Riders put on a good event despite the uncooperative weather. All the trails were on private land, held up really well, and were actually becoming quite tacky toward the end of the race. VFTR would like to extend a hearty thanks to the families and friends who helped out, including the High Mountain Dirt Riders club. The following dealers contributed awards: Devon Honda, Blockers Yamaha, Montgomeryville Cycle Center, B & B Sales and Service, Cycle City, Kiss Honda, and Leisure Equipment. Please return the favor and support these businesses when possible. Thanks. Now it's time to go play in the sandbox! □

Moonshine Enduro Class Results

Marc Grossman	Kaw 22
Grand Champion	
Jeff Kirchner	Kaw 24
High Point A	
Mark Hummel	Hon 23
High Point B	
Marc Streagle	Kaw 43
High Point C	
AA	
1. Richard Shirk	Kaw 25
2. Mike McHale	KTM 29
3. H. Stankiewicz	Kaw 41
A Light	
1. Shawn McCarthy	Gas 29
2. Greg Davies	Yam 33
3. Bob Agonis	Gas 42
4. Marc Gaertner	Hus 45
A Medium Light	
1. Jeff Moyer	Kaw 26
2. Robert Mohn	Kaw 27
3. John Robbins	Kaw 27
4. Mark Marcin	Kaw 28
5. Jim McCommon	Yam 30
A Medium	
1. Craig Shenigo	Yam 24
2. Larry Poplin Jr.	Suz 28
3. Scott Ober	KTM 34
A Open	
1. Tom Folkl	Mai 26
2. Phil Carlin	29
3. Ken Law	Hon 29
4. B. Culbertson	Hon 29
5. Cliff Tenney	KTM 29

A Four Stroke

1. Marty Graver	Kaw 34
2. John Roeske	Kaw 35
3. Barry Crone	Suz 38
4. Erik Nijkamp	Kaw 43
A Veteran	
1. Jeff Kirchner	Kaw 24
2. Eric Koeller	Gas 27
3. A. Tomasello	Yam 28
4. Glenn Scherer	29
5. J. Gunselman	Yam 29
A Senior	
1. Scott Wolf	Yam 32
2. Dave Barlow	Kaw 34
3. Dick Shirk	Kaw 36
4. Dan Stoppi	Kaw 44
5. Jack Weichsel	Hon 46
A Super Senior	
1. Roy Fliegau	KTM 31
2. Jack Lafferty	KTM 40
3. R. Wickersham	Yam 46
4. Pete Parlett	KTM 49
5. C. Stapleford	Kaw 51
B Light	
1. Ron Murhon Jr.	KTM 36
2. Scott Taylor	KTM 40
3. Craig Copeland	CRE 44
4. Stephen Fox	KTM 49
5. John Succowich	KTM 51
B Medium Light	
1. Michael Lagola	Kaw 36
2. Jeff Perambo	Kaw 36
3. Ron Lucas	Kaw 37
4. Richard Ohl	Kaw 39
5. Martin Scheffler	Kaw 41

B Medium

1. Mike Sigety	Suz 32
2. Chris Eylich	Yam 36
3. Gary Johnson	Hon 36
4. Steve Bowman	Suz 38
5. S. Honzarenko	Yam 39
B Open	
1. David Mezling	KTM 33
2. Tom Johnson	KTM 34
3. Kevin Passmore	KTM 35
4. Joe Galie Jr.	KTM 36
5. Steve Guers	KTM 37
B Four Stroke	
1. Mark Hummel	Hon 23
2. Rob Kirkpatrick	Hon 34
3. Joe Wallace	Hon 37
4. Jacob Coy	Suz 41
5. Tim Shepps	Hon 47
B Veteran	
1. Mark Moyer	Yam 35
2. Ronald Hartman	Suz 36
3. Tim Kohl	Suz 37
4. David Risser	Hon 38
5. Mike Bianco	Yam 39
B Senior	
1. John Hamelinck	Kaw 57
2. Bob Shughart	Kaw 60
3. Bob McChesney	Hon 76
B Super Senior	
1. Ken Buchel	Kaw 69
2. Tim Stibitz	Hus 108
C Medium Light	
1. Marc Streagle	Kaw 43
2. Steve Jamison	Kaw 49
3. Craig Lambert	Yam 56

4. Michael Mohr	Kaw 69
5. Vincent McGee	Kaw 101
C Medium	
1. George English	Suz 47
2. Harry Owen	Gas 50
3. Michael King	KTM 52
4. Chris Crull	Kaw 52
5. Tom Houser II	Hon 56
C Open	
1. Mark Bittner	KTM 45
2. Jason Poost	KTM 45
3. Ken Ullman	KTM 61
4. Roy Johncox	Hon 91
5. Wayne Miller	KTM 110
C Four Stroke	
1. Chris Schul	Hon 56
2. Bob Thompson	Hon 65
3. Mitch Schappero	Kaw 67
4. Chad Tibbals	Hon 77
5. Mitchell Mills, Jr.	Hon 80
C Veteran	
1. Tom Mezling	KTM 51
2. L. Hopper II	Yam 54
3. Gary Strausser	KTM 55
4. Greg Renning	KTM 58
5. William Matto	KTM 60
Masters	
1. Joe Galie	Yam 59
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2. DER #1	165
3. CJCR #1	169
4. Meteor #1	170
5. CJCR #2	212



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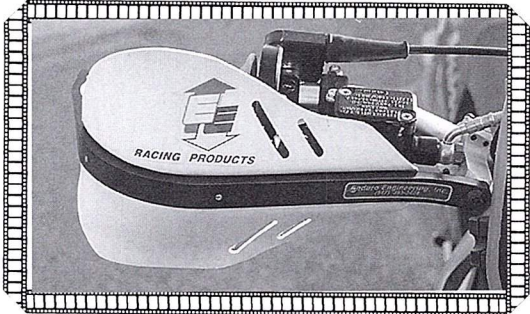
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1996 KTM 300EXC

Small changes and great improvements for '96

by Mark Uth

It was fitting that we received our new KTM "dwarf" open classer just prior to Halloween, as many were already comparing the shocking flash orange plastic to that of a pumpkin. Love it or hate it, it certainly turns some heads; and it separates the '96 KTMs from the rest of the field. Aside from the color, however, the facto-

silencer/spark arrestor (chrome plated as well), and stock Boyesen reeds.

Despite the considerable list of changes, this bike is really more of an evolutionary refinement of previous KTM 300 models, rather than a revolutionary model change. And while the '95 version was a great bike and almost universally lauded, that's not to say there wasn't room for improvement. Case in point, we fiddled with the suspension of our '95 250 (same suspension components as the 300) and never really found that magic combination. Granted, that experimentation never included revalving, which would have been a first step with earlier White Power suspension components. I guess we just had higher expectations for the new conventional KTM Magnum (Marzocchi) forks and Ohlins shock. Additionally, there's always a few rough edges here and there, i.e., fork guards, plug access, odo cable woes, etc. This year's model addresses several of those areas, with improvement.

Checking It Out

No doubt the plastic color dominates first impressions of the bike. While opinions differ on its merit, tasteful Technosel graphics and purple color accents mitigate the effect. We did note, accidentally of course, that the flash orange plastic has a tendency to discolor (turn

whitish) when severely distressed (read: bent), as was typical of some Japanese plastic in the late 80s. Front forks are graced with carbon fiber look-alike stickers and the upper fork slider tubes are protected by a new, stout-looking purple plastic roost guard. Unfortunately, the bike still doesn't come with a front disk guard, and the forks continue to scoop up sticks and brush, wedging them into the brake, despite the fork underhang being a full three-quarters of an inch shorter than last year's forks.

Externally, the only other noticeable change is the exhaust system, which sports a trick looking chrome plated pipe and keen integral silencer/spark arrestor. The new silencer/spark arrestor is much more sano than previous add-on units, lighter in weight with a more secure mounting scheme as well.

The Plan

Our testing regimen included racing the bike on every Sunday during the three weeks since it was uncrated and assembled. Richard Lafferty got first crack at the Delaware National, while Tech Editor Uth

piloted the new iron at two local ECEA enduros. Setup for these outings was little fuss, as the bike was run in nearly stock trim. Lafferty dialed in the suspension to what would suit a top level A class competitor in the mud of Delaware. Those settings ended up at: fork compression (left fork leg) at full hard, one click out from full clockwise (CW); fork rebound (right fork leg) four clicks out from full CW; shock compression four clicks out from full hard (full CW); shock rebound 16 clicks out from fully closed (full CCW, when looking down); sag 110 mm.

Warm fall temperatures at Delaware called for a smaller 45 pilot to crispen up throttle response off idle. Rich dropped the gearing as well, swapping the stock 14T countershaft sprocket for a 13T cog. Finally, tires suited to the Delaware loam (if there is such an animal) replaced the stock Michelins. For the sand tests, the stock meats were remounted and the jetting returned to stock (48 pilot). As temperatures turned cooler we richened up the bottom end, closing the air screw a full turn (to 1/2 turn out) and raised the needle a notch to the middle position (stock is the #4 position). This seemed to improve what was initially perceived as a soft bottom end during the Pine Barons run, and subsequently provided great throttle response at Stumpjumper.

What'll It Do?

Firing up the '96 300 finds the bike an easy starter when cold. Kickstarter effort is noticeably more than the KTM 250, but still not great by any measure. The new pipe and muffler dis-



A variety of minor detail changes inside the 300cc engine has resulted in a '96 that feels substantially faster than the '95.

ry spec sheet boasts considerable changes to the '96 300. A virtual shopping list of goodies, KTM reports improvements that include engine mods to the cylinder and head (for better performance and increased cooling capacity), newly designed clutch components (push rod and pressure plate, riding on larger bearings, friction plate material) for smoother clutch action and consistent engagement/disengagement, a revised shift detent mechanism is alleged to effect more positive shifting, revalved shock and fork, with a new lower fork leg casting, a new SEM K11 ignition (better reliability) firing a standard NGK B8EG spark plug (vice B9 in previous models), a new chrome plated pipe that mates to an integral



Plain truth: we didn't like the '95 suspension in its stock form. This new '96 however is much better, and very raceable without major modification.

charges an exhaust note that remains plenty quiet, comparable to previous efforts. The revamped cylinder and head provided good power throughout the range, with a phenomenal top end. The motor revs on top like a weed wacker on race gas and never quits. It can be



KTM is acquiring a reputation for electric yet radical powerbands. The 300 never seems to lack torque, and heavy throttle makes the bike fly.

frighteningly fast any time the throttle is pinned for more than a blip. Fuel delivery is handled via a Keihin PWK 38 carburetor, stock jetted with a 180 main, 48 pilot, #6 slide, and N85C needle with the needle clip in the #4 position (4th notch from the bottom).

When we first rode the bike, a leanness in the bottom end jetting and wimpy Michelin rear tire made low end performance seem a bit soft. We moved the needle clip to the middle #3 position and turned in the air screw for better punch off idle in cooler (30-50 degrees F)



The new Marzocchi Magnums are totally new forks, with different internal construction, valving, and a lower overhang. They work much better.

temperatures. These jetting changes and a fresh rear meat turned starts into virtual missile launches, and throughout all testing the bike ran cleanly, with nary a fouled plug.

With all this heady throttle abuse, you might worry about the radiator spouting off here and there. Fortunately, the revised cooling system, which includes more internal cooling surface area within the cylinder and head (to facilitate transfer of heat from the cylinder to the coolant) and larger capacity radiators (to improve dumping of this heat energy from the radiators to the atmosphere), served to keep everything under control. While we haven't had any trouble with overheating KTMs anytime recently, increased cooling capacity is always welcomed around here. On the flip side, the

bike is again equipped with an in-line thermostat, allaying any fears over too much cooling capacity keeping the bike from attaining proper operating temperature in cooler weather.


Fuel consumption is significantly greater than the 250, as the standard EXC 3.2 gallon tank gets less than 50 miles to the tankful when driving the 300. Richard ran out of gas at the Delaware National and we were on reserve after a little over 40 miles, traveled during the Stump Jumper event. Fortunately we were able to get nearly 10 miles out of the reserve position on the petcock.

Clutch action is light and consistent. While the 300 doesn't like to be ridden like a 250 (read: heavy clutch abuse), the clutch stood up to all the punish-

ment we dished out without fade or failure. Clutch disengagement allows starts with the bike in gear as well, which is a welcome change on any KTM. EXC models come with a wide range five speed transmission that provide plenty of top speed for those road connectors. Even when the final drive was lowered from the stock 14/52 gearing to a 13-tooth countershaft sprocket, top speed was not an issue. The 13T sprocket still allowed the 300 to easily exceed 65 MPH and tightened up the gear ratios to boot. There was absolutely no gap between shifts in this configuration.

Suspension and Handling

It seems KTM got the forks spot on this year, certainly much improved over our '95 experiences, as both the forks and shocks have been revalved. When KTM first came out with the Marzocchi conventional forks in '95, everyone thought they would be the same forks as those

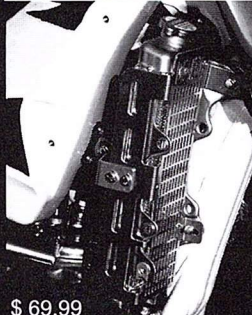


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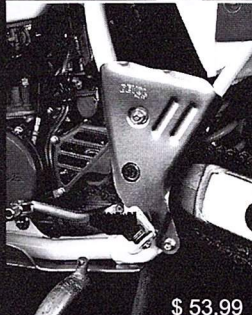
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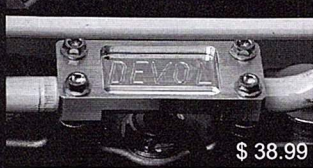
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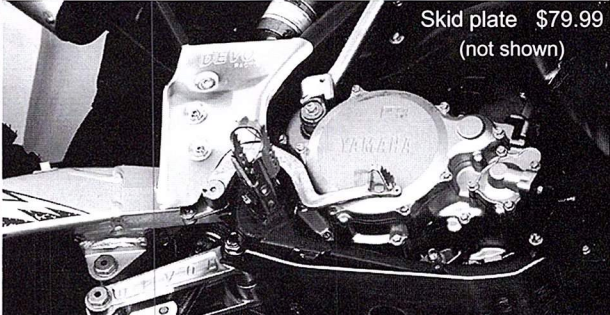
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being run by factory racers like Hawkins and Hatch during the '94 enduro campaign. The '95 conventional forks were a shadow of those works forks, using a different lower leg casting and archaic holes in the damper rod to control valving (instead of valve shim stacks). While this year's version still uses the same valving scheme, the look and feel of the '96 forks are more like those works forks used in '94, and are excellent performers right out of the box.

The shock feels overly compliant with the bike at rest, sitting on its side stand, but works totally in unison with the forks. We found suspension action especially good on sharp hits like logs, chuck holes (and probably rocks too, although we haven't gotten north as of this writing). Rest assured, however, we plan on more fiddling with the clickers, especially after we readjust the sag to something closer to 100 mm. Steering felt kind of slow at first, with the fork cap/fork tube junction just even with the top of the triple clamp. However, we quickly became accustomed to this setup which allowed turns to be railed without fear, and provided better than average stability at speed, even without a steering damper. At this point we have no plans to readjust the fork/triple clamp position.

Stopping and Going

The '96 KTM line is again equipped with quick change Brembos, the same as the '95 models, using organic brake pad material. We liked the feel of the front brake, as it was not as grabby as our '95, similar in action to earlier front stoppers. The rear brake proved serviceable, except for the annoying habit of losing grip when wet, especially immediately after negotiating a water obstacle. Similar to old style drum rear brakes, brake dragging for a few yards was required to "dry" things out. On top of that (or maybe because of it!), the stock rear organic pads really wear quickly, test rider

Richard going through a set at Delaware and Utah wearing out pads after the second of two local enduros, both cases after about 120 trail miles. We suspect that both problems (water and longevity), will be easily corrected with a switch to aftermarket brake pads.

New stock tires, Michelin Model MP11 tires are perhaps the worst stock tires in memory. They proved unsuitable for the loamy mud of Delaware and do nothing but spin and slide in the sand. The rear tire was particularly offensive, perhaps partly due to its small size, but predominantly due to the ecologically friendly diamond knobby tread pattern. At the Pine

Barons Enduro, the clutch engagement seemed funky as if there might have been some slippage. Once we changed the rear tire to a fresh Dunlop 752, everything felt fine, the perceived slippage actually due to poor rear tire traction. If you buy this bike, change the tires before you ride it and slap them on the next bike you sell.

Ergos

The '96 300 uses the same basic frame and plastic layout employed by KTM since the '93 model year. Aside from lingering complaints about spark plug and carb access, this layout remains first rate and provides good rider position and comfort. Seat foam is again on the dense (read: hard) side, but shape and mobility remain good. The '96 bike returns to the mono color seat cover. A revised odo cable routing scheme, similar to the fix reported in our '95 KTM tests, will no doubt prolong odo cable life. We proved this repeatedly, crashing through nearly impenetrable sticks and brush while avoiding mud holes at the Stumpjumper enduro. The same great handlebars and Domino controls, featuring the quick adjust clutch perch, make for a top rate rider interface.

KTM has continued the evolution of the '96 300 model line, with changes that improve performance, reliability and maintainability. While virtually any bike leaves room for improvement, we'd have to concede that the '96 300 is a most refined off-road weapon, capable of vaulting riders of all skill levels into the winners circle. Spark plug/carb access remains a sour point, and we might even snivel a little about having to buy an aftermarket front disk protector. The bottom line is, however, that the '96 KTM 300 is a top quality machine suited to racing or trail riding, and would look plenty fine sitting under any rider's Christmas tree. □

SPECIFICATIONS

KTM 300 E/XC

Engine Type:	Liquid-cooled 2 stroke
Displacement:	297cc
Bore/Stroke:	72 X 73mm
Transmission:	Five-speed WR
Gearing:	14/52
Chain:	Regina o-ring
Tank Capacity:	13 liters (3.4 gal.)
Carburetion:	Keihin 38 PWK D-slide
Ignition:	SEM CDI 130w lighting
Forks:	Marzocchi Magnum 45
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Michelin MP11 90/90X21
Rear Suspension:	Ohlins Type 3A
Suspension Travel:	345mm
Rear Brake:	Hydraulic disc
Rear Tire:	Michelin MP11 130/80X18
Seat Height:	945mm
Wheelbase:	1468mm
Ground Clearance:	386mm
Claimed Dry Weight:	229 lbs.
Suggested Retail Price:	\$5698



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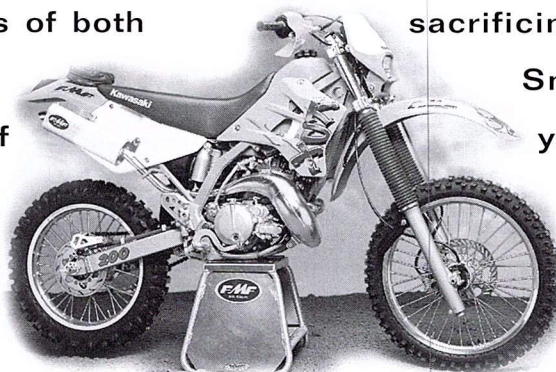
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Cockaponsett Enduro

One more to Hines, but not by much

Chester, CT 10/22

There wasn't going to be any dust at the annual Cockaponsett enduro, there was no doubt of that. The Salmon River County Riders were out in force on Saturday, hanging arrows and finishing the course, and all

tires, or on hard-terrain skins. It was a little early to be thinking about spiked tires, but we're sure a few people wished they were studded up for this run!

It was slippery for Kevin Hines as well, who was working on continuing his unbroken streak of NETRA wins. "The ground is hard as a rock, but slippery," he said at the gas stop. "I'm riding real bad, and the sections are short today, some as short as a mile and a half or so. That's not good for me, I like long sections that you can lose some points in." He also had trouble with his equipment, leaving the start with his ICO PCX thumb-switch wires crossed, and fell back when he stopped to switch them around. That and hitting the ground a few times—one time in the sand pit at spectator point #2, where he "hit the ground like a sack of potatoes" according to one witness.

Certainly, a lot of NETRA enduro riders appreciated seeing Hines ride like a human for a change, especially Mont Fairfax and Mike Zahansky, who were dogging the former national champion and matching him point for point over



Josh McLevy does really well in hare scrambles, and is an excellent enduro rider. He looked great today, but only finished eighth A Bantam.

the while trying to stay out of the rain showers that kept breezing through on a strong southern wind. The tail end of some hurricane or another; regardless it was a break for NETRA riders who were getting weary of dust riding.

The trouble is, it was just a little too much, too soon if you were looking for tacky riding conditions. The woods had been baked for so long that the trails were hard as stone, and all that water just turned the top inch to slime, without penetrating down into the hard stuff. Woe be unto the rider who ventured out to the Cockaponsett on worn



Steve Brown topped the B Veteran class with riding like this. (Jay Chittenden photo)



One more for Hines, who is headed for a perfect string of overall wins this season.

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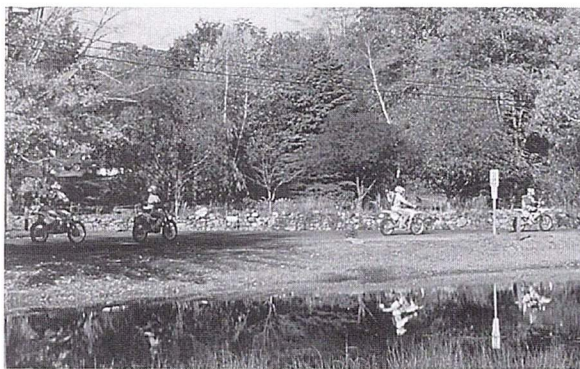
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most of the run. In the end, Hines held on in one of the tough sections to gain one slim point on his two rivals, finally finishing



Shadowed by their reflections, riders leave the start and head out into the Connecticut woods. Most were surprised at how slippery it was out there!

the day with ten points down, while Fairfax took second overall and High Point A with an 11 and 265 seconds, and Zahansky was third overall and first A Heavy with 11:270.

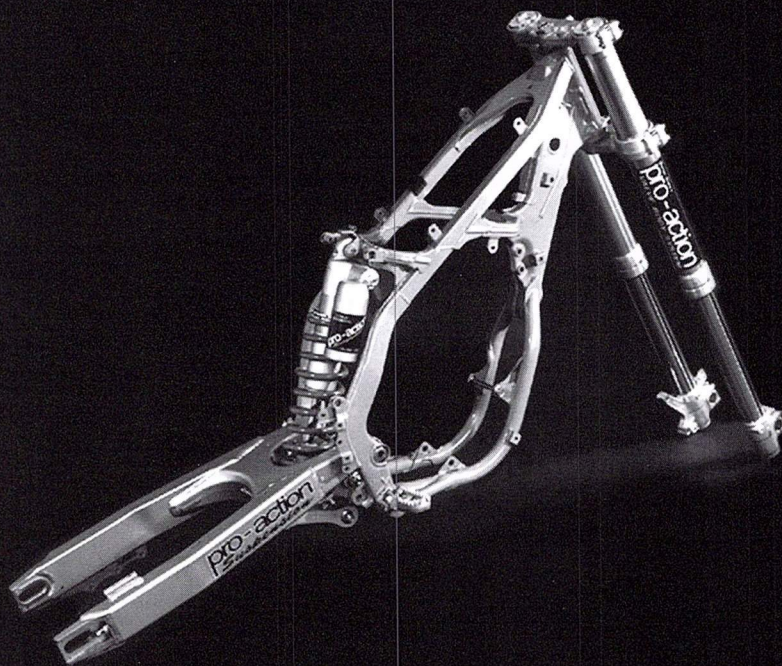
Matt Bingham and Richard Phipps were battling it out in the B Light class, with a race that took them four points or so ahead of their closest rivals. In the end Bingham prevailed with 15 points to his credit, and Phipps took the runner-up spot just one point behind—both excellent scores for the B class. Bingham was awarded High Point B for his trouble. Finishing tops in the C class was Tony Mazur, who just barely beat Ed Manley

on seconds. Sherry Landry continued her domination of the Women's class, topping Diane Comalli at 37 points to 65, and Gordon Razee was the top finishing Super Senior rider of the day.

In spite of the slipperiness, the Salmon River Riders couldn't have asked for a better day, with bright sun and blue sky, a little bit of a breeze and warm temperatures. Without a doubt the club also needs to be complimented for their start location at YMCA Camp Hazen. They have a huge lodge building for sign-up and chow afterwards, a group of good cooks in the kitchen, and a nice fire in the fireplace, which was very popular with some of the frostier check-point crews. All in all it was a great job by the club and crews, and we look forward to returning next year. □

Cockapsonsett Enduro		
Class Results		
Kevin Hines	CRE 10	
Overall High Point		
Mont Fairfax	Hus 11	
High Point A		
Matt Bingham	Yam 15	
High Point B		
Tony Mazur	Kaw 31	
High Point C		
A Bantam		
1. Pete Tanner	CRE 10	
2. Steve Antoniou	KTM 14	
3. Shawn Mason	Hon 15	
4. Kevin Howley	KTM 15	
5. Darryl Szlachetka	Kaw 18	
A Light		
1. Kevin Hines	CRE 10	
2. Dave Gunn	Hus 14	
3. Rick Claxton	Hon 14	
4. Larry Pugarb	KTM 14	
5. Kemp Stewart	Hus 15	
A Heavy		
1. Mont Fairfax	Hus 11	
2. Mike Zahansky	KTM 11	
3. James Larrabee	KTM 14	
4. Doug McKinnon	KTM 16	
5. Eugene Sweetser	KTM 18	
A Four Stroke		
1. James Burns	Hon 14	
2. Bill Drummey	Hon 14	
3. Jim Mitchell	Hon 15	
4. Rich Seymour	Hon 37	
5. Mark Burdick	Kaw 40	
A Veteran		
1. Keith Honda	Hon 18	
2. Dave Kelley	KTM 20	
3. Mike Kelley	KTM 20	
4. George Barrett	Kaw 20	
5. Geoff Wurlitzer	Hus 25	
A Senior		
1. Jerry Randall	Hus 16	
2. Fred Burnham	KTM 18	
3. Irv Witkop	KTM 19	
4. Bill Johnson	Hon 20	
5. Dave Ellingwood	KTM 21	
B Bantam		
1. Paul Cochran	Kaw 21	
2. Dean Olsen	Hus 21	
3. Gary Szlachetka	Kaw 25	
4. Jeff Picard	Kaw 27	
5. Tim Caswell	Suz 30	
B Light		
1. Matt Bingham	Yam 15	
2. Richard Phipps	Kaw 16	
3. Mark Toth	Suz 24	
4. Kevin Knott	Suz 29	
5. Paul Darezzo	Suz 35	
B Heavy		
1. Gary Schiessl	Hus 19	
2. Bill Sironen	KTM 26	
3. Art Pepin	KTM 29	
4. Mike Stone	KTM 34	
5. Gary Ryan	KTM 34	
B Four Stroke		
1. Steve Fastert	Hus 23	
2. Layne Dutlinger	Kaw 28	
3. Bob Stadler	Kaw 29	
4. Al Walker	Hon 29	
5. Justin Lis	Hus 32	
B Veteran		
1. Steve Brown	KTM 19	
2. Bill Riordan	KTM 26	
3. Robert Edwards	KTM 26	
4. Tim Dinge	Kaw 29	
5. Dennis Gath	KTM 31	
B Senior		
1. Bob Kamay	Kaw 29	
2. Ken Davis	Hon 29	
3. Glen Gifford	Suz 34	
4. Walt Sevard	KTM 36	
5. Dave Mathisen	Hus 47	
C Bantam		
1. Tony Mazur	Kaw 31	
2. Steve Mickel	Kaw 39	
3. Ken Bessette	Kaw 42	
4. Gary Van Voorhis	Kaw 44	
5. Pete Anania	Kaw 45	
C Light		
1. Eric DeGray	Kaw 36	
2. John DeSimone	ATK 41	
3. Chris Orlinski	Hon 52	
4. Dave Stoddard	Hus 59	
5. Joe Ferraro	Yam ck.11	
C Heavy		
1. Reggie Pichota	CRE 42	
2. D. Wernersbach	KTM ck.12	
3. Pete Dabkowski	KTM ck.12	
C Four Stroke		
1. Dale Drew	Suz 32	
2. Doug Morrison	Hon 34	
3. John Merola	KTM 36	
4. Chris Horgan	Suz 51	
5. Mike Kaminski	Kaw 63	
C Veteran		
1. Ed Manley	Hon 31	
2. Tom Hall	Hon 38	
3. Jeff Fluckinger	KTM 39	
4. Art Bourios	Kaw 45	
Luis Roth	Kaw 45	
C Senior		
1. Russ MacIntyre	Kaw 32	
2. Mark Lucas	Hus 35	
3. John Novack	Kaw 49	
4. Greg Widden	Hon 51	
5. Paul Silansky	Kaw 56	
Super Senior		
1. Gordon Razee	Hon 30	
2. Pete Haviland	KTM 34	
3. Tom Farley	CRE 39	
4. Irwin Moiseff	Yam 69	
5. Bruce Miller	KTM ck.6	
Women		
1. Sherry Landry	Kaw 37	
2. Diane Comalli	KTM 65	
3. Karen Whittier	Kaw ck.13	
4. M. McKinnon	Hon ck.13	

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Michaux Enduro

Check by check with the fast guys

by *Jungle Dave*

Shippensburg, PA 9/10

The big drought of 1995. Weeks and weeks of no precipitation. Possible State Forest closures. Mother Nature has not been smiling upon the enduro crowd this summer. ECEA Round #14, The Michaux Enduro, was going to be held September 10, 1995 come hell or no water. Located in the state forest by the same name, outside Carlisle, PA, the start was in the usual Big Flat Recreation Area. The South Penn Enduro Riders laid out a course totaling an angstrom under eighty-five ground miles.

Big news in the pits prior to key time was the return of Richard Lafferty. Rich, who recently celebrated his twenty-first birthday, suffered a badly broken leg at the Susquehanna event on July 16th. Weather-wise, a cold front moved in overnight and greeted the day's competitors with cloudless skies and temperatures in the seventy degree range. Finally, a break in the oppressive heat that plagued the months of July and August.

On the start line, the 212 entries for the day were treated and or subjected to a glimpse of the new 96 KTM 250EXC courtesy of B&B Off-Road. It might have been the breakfast, but the color of the bike did not sit well with some of the causal onlookers.

Trail Boss Bob Shughart wasted no time

after the start of the event. Following a reset of 1.5 miles, the event's first of fifteen checkpoints was right at the three mile limit. Surprisingly, only four people were awarded hot points for their "early bird gets the worm" strategy. Afterward, riders were immediately dumped into a gnarly, rocky woods trail, where the majority of the points for the race were taken. This section, totaling 3.2 miles, concluded with an emergency

tions as racers gracefully hurled their bikes and bodies toward the bottom. Gravity would not be denied.

Checkpoint eight saw only Jeff Kirchner and Mark Spence able to keep Lafferty's blistering pace through the section, all of whom were able to zero it. More picturesque dirt roads led riders back to the start area for fuel and refreshment courtesy of a twenty-four minute reset. Less than two miles out, after the reset, trail boss Shughart threw riders right back into the fray with an exactly three mile tight piece. Checkpoints were stationed at both ends with number nine being a secret check and ten an emergency check. Only a hungry Mark Spence could hang with Jack Jr. and his score of one late point. Eight minutes of resets followed with an observation check and a speed change to thirty miles per hour at the 94.2 mark.

The next challenge was more brutal trail run at higher speed terminating at secret check twelve, mileage 97.2, at which place all the speedsters dropped at least one more tick. Three resets and three speed changes later, check thirteen popped up, again taking one more point from most. Notably, it was here that Craig Cossaboon, Robert Mohn, and Frank Vanaman gained back a little ground by carding zeros.

The remainder of the race consisted mostly of dirt roads and the occasional hill and woods trail. Caught daydreaming (about world peace? quantum physics?)



The winningest minute at the enduro: Jeff Kirchner, first A Vet; Mike Sigety, first B 250; Tom Johnson, first B Open

check out.

Leading the pack were (in politically correct alphabetical order) Tom Folkl, Jeff Kirchner, Jack Lafferty Jr., Craig Shenigo, and Mark Spence, all of who posted fours. Secret check three, located at 14.6, was zeroed by the fastest of the fast. Check number four, slightly less than twenty miles out, saw Kirchner getting zapped with a one minute burn. Tom Folkl, our favorite Maico pilot, was unable to continue after this check, negating a very good start. A reset followed, giving the racers chance to get back on time.

Two miles of trail, then two miles of scenic dirt road landed everyone at check five. This check-in preceded more tough woods trail with a hill thrown in for good measure. The check-out was set up at milepost thirty-one. This is where Jack Jr. put the hammer down and out-paced the entire field. His efforts were rewarded by carding the only goose egg at check six. Cossaboon, Grossman, Kirchner, Shenigo, Spence, and Vanaman were all clipped for a point. A twelve minute reset shortly thereafter gave the riders a breather.

Nearly eight miles of dirt road led to the start of another short special test, beginning with check number seven. At the start lie the infamous big downhill where hoards of spectators anxiously awaited. They were treated to some spectacular riding exhibi-



Wild? Yes. Crazy? Possibly. Fast? You bet! Mark Spence is making his mark on the ECEA.



What is it they say about old age and experience? Jack Lafferty Jr. tops 'em once again.

were Cossaboon and Kirchner, who, at the final check were burned for two additional hot points.

After the race, results were quickly tabulated thanks to computerized scoring. In the end, Jack Lafferty Jr. was top dog on his Fairway Cycle CR250. Mark Spence narrowly missed the overall by one point with his score of eight, and claimed the High Point A honors. Shenigo, Grossman, and Mohn rounded out the top five. Jeff Kirchner rode blazingly fast, but the two burnt checks cost him a top three finish. Jeff beat Anthony Tomasello in the A Vet class on seconds.

On the B scene, Mark Hummel, who has been on a tear as of late, was the High Point B recipient. Mark edged out B Open competitor Tom Johnson by one point, thirteen to Johnson's fourteen. The C class saw John Ross smoke his nearest challenger by seven points, on his Husky 250, to take home the High Point C trophy.

The South Penn Enduro Riders president Mark Williams, and secretary Jerry Stake, must be commended for securing excellent prizes for the racers. Dunlop Tires and Pirelli each contributed a couple new tires, while Tucker Rocky donated assorted goodies. South Penn's 40 active club members are assisted by the local bicycle group, M.O.R.E., who have a collective interest in the Michaux State Forest land usage. There were thankfully no serious injuries to report or problems with land owners. Overall, the weather and picturesque setting made for a great time for competitors and support crews alike, a must do ride! □

Michaux Enduro

Jack Lafferty Jr.	Hon 7
Grand Champion	
Mark Spence	Kaw 8
High Point A	
Mark Hummel	Hon 13
High Point B	
John Ross	Hus 20
High Point C	
AA	

1. Marc Grossman	Kaw 11
2. Hank Stankiewicz	Kaw 12
3. Craig Cossaboon	Kaw 12
4. Mike McHale	KTM 16

A125

1. Greg Davies	Yam 16
2. Vic Chalow	Yam 23
3. Bob Agonis	Gas 29

A200

1. Robert Mohn	Kaw 11
2. Steve Reed	Kaw 14
3. Jeff Moyer	Kaw 15
4. Jim McCommon	Yam 17
5. Mark Marcin	Kaw 17

A250

1. Craig Shenigo	KTM 10
2. Larry Poplin Jr.	Suz 12
3. Frank Vanaman	KTM 14
4. J. Landvater Jr.	ATK 15
5. Brian Russell	Suz 15

A Open

1. Dean Spencer	KTM 12
2. Ken Law	Hon 14
3. Byron Culbertson	Hon 16
4. Rich Kline	KTM 17
5. Richard Heins	KTM 18

A Four Stroke

1. Marty Graver	Kaw 15
2. John Roeske	Kaw 16
3. Sam Dennino	Hon 16

A Veteran

1. Jeff Kirchner	Kaw 13
2. Anthony Tomasello	Yam 13
3. John Neifert	Suz 15
4. James Gunselman	Yam 16
5. David Bostrom	Kaw 23

A Senior

1. Calvin Smith	KTM 13
2. S. Wolfersberger	Kaw 17
3. Jerry Lynn	Yam 22
4. Gary Noble	Hon 22
5. Dan Stoppi	Kaw 28

A Super Senior

1. Roy Fliegau	KTM 16
2. Jack Lafferty Sr.	KTM 20
3. Dan Lojak	Yam 21
4. Peter Parlett	KTM 21
5. Ralph Wickersham	Yam 24

B125

1. Ron Murhon	KTM 18
2. Steve Fox	KTM 28
3. Craig Copeland	Hon 34

B200

1. Ronald Lucas	Kaw 19
2. Michael Lagola	Kaw 20
3. Richard Ohl	Kaw 21
4. Dave Moorehouse	Kaw 24
5. John Parkinson	Kaw 25

B250

1. Mike Sigety	Suz 16
2. Chris Byrich	Yam 17
3. Glenn Eggert	Hon 17

4. Dan Foster	Kaw 18
5. Tim Saville	Hus 22

B Open

1. Tom Johnson	KTM 14
2. Brian Sworen	Yam 16
3. John Farrar	KTM 17
4. James Reber	Kaw 21
5. Rick Stapleford	KTM 23

B Four Stroke

1. Joe Wallace	Hon 16
2. Enrico Galassi	Hon 17
3. Rob Kirkpatrick	Hon 17
4. Rob Barr	KTM 19
5. Stacey Clark	Hon 21

B Veteran

1. Randall Ellison	KTM 16
2. Robert Gregory	Suz 17
3. Rob Kozacheson	KTM 21
4. Anthony Sutton	Kaw 21
5. George Dobozyński	KTM 21

B Senior

1. Jim Neiswender	Hon 26
2. Michael Pratola	Suz 30
3. David Packard	Kaw 32
4. Joe Brown	KTM 44
5. Bob Leonard	Hon 56

B Super Senior

1. Ken Buchel	Kaw 41
2. Don Culbertson	Suz 49
3. Len Rehatchek Sr.	Kaw 76
4. Toby Sonn	Kaw 134

C200

1. Jim Shainline	Kaw 27
2. Marc Streagle	Kaw 28
3. Kevin Kamuca	Kaw 29
4. Patrick Johnson	Kaw 30

5. Eric Corbin	Kaw 30
----------------	--------

C250

1. George English III	Suz 27
2. Eric Eichhorst	Hus 29
3. Harry Owen	30
4. James Paul	Suz 32
5. James Howard Jr.	Hon 35

C Open

1. George Potts III	KTM 28
2. Karl Dodson	KTM 40
3. George Bressler	KTM 40
4. Billy Collins	KTM 40
5. Roger Huenemeyer	KTM 42

C Four Stroke

1. Robert Thompson	Hon 30
2. Greg Johnson	Kaw 30
3. Rich Hobbie	Hon 31
4. Mike Schelin	Hon 34
5. Chris Shultz	Hon 37

C Veteran

1. Tim Grove	Kaw 32
2. Ken Rowe	Kaw 35
3. John Jobes	Kaw 36
4. Jay Ringler	Yam 38
5. Doug Justus	Kaw 40

Masters

1. Joe Galie	Yam 31
2. Ed Baker	Hon 60

Women

1. Marla Lombardo	ck.5
-------------------	------

Teams

1. CJCR Good	64
2. SORR Not A Chance	71
3. CJCR Bad	72
4. Meteor #2	99
5. RORR Rip-N-Tear	100

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Trail Rider TOOLBOX

by Mark Uth

Electrical Troubleshooting

It used to be the only electrical circuit the dirt biker need be concerned with was the ignition. Gimme a fat blue spark across a B9EV and we're happy. With dual sport bikes, bike conversions and the overall bike legality question, more and more riders are becoming involved with lighting coils, voltage regulators, batteries, capacitors and the whole gamut of electrical gobbledegoo. Few things can be as frustrating as trying to troubleshoot an electrical problem on a modern street or dual sport bike, with their plethora of unidentifiable electrical components, hard-to-remove electrical connectors, sealed wiring harnesses, etc. Much of the trouble associated with fixing electrical problems can be attributed to a lack of proper tools and technique.

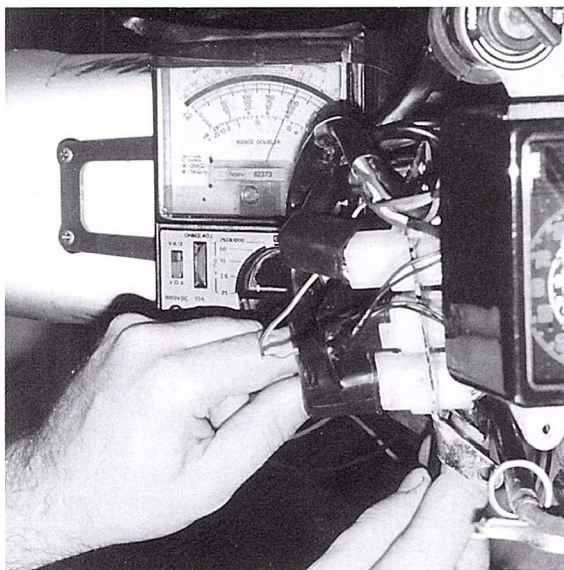
Your best friend when troubleshooting bike electrical systems is an electrical multimeter, sometimes referred to as a VOM (Volt-Ohm Meter) or just plain old multimeter. A multimeter reads current (amps), potential (volts), and resistance (ohms), each over a variety of ranges that the electrical troubleshooter must choose. Cheaper model multimeters can be had at Radio Shack for less than \$20—more expensive digital models can cost hundreds of dollars. Nonetheless, no garage should be without one.

If you're buying your first multimeter, a cheaper model is recommended for two reasons. First, the measurements you'll need to make when working on your dirt bike are mostly crude kind of checks which require little real accuracy. Secondly, as a electrical neophyte, the possibility always exists to smoke the meter through a wrong connection or test procedure. While superior meters are better protected by fuses, circuit breakers and the like, the ramifications of frying a \$20 multimeter are not all that serious. Bottom line: buy the cheapest meter you can find that offers some sort of fuse protection. And buy extra fuses too! An up-to-date electrical schematic of your project is also nice to have, especially when trying to identify various mystery components. However, it is not essential, and in a pinch can often be overcome by a little patience and common sense.

There are essentially three troubleshooting techniques, facilitated by the use of

your trusty multimeter. They are: measuring continuity, measuring potential, and measuring current. Continuity means that there is a electrical connection between two points, whether they be via a dedicated wire or through the engine or frame. Measuring continuity is especially useful for locating grounds, intended or unintended, checking switch operation, mapping out wiring harnesses (when a schematic is unavailable), checking fuses or connectors for good electrical contact, and so on. Continuity is checked by using the meter to measure resistance, selecting the R X1 scale and connecting the two leads of the multimeter, in parallel, between the two points for which continuity is in question. The R X1 range is used to limit meter pegging (which could potentially damage the meter), and is certainly sufficiently accurate for this simple test.

The meter essentially sends a low voltage signal between the two points (generated by



the meter battery) and indicates whether the circuit is completed or open. Open circuits (no continuity) are read as infinite resistance (no meter needle movement), whereas a completed or closed circuit reads as zero (or near zero) resistance (full sweep of the needle). Caution must be taken when using your multimeter in the resistance mode not to run an outside current through the ohmmeter (i.e. checking for continuity between a hot battery terminal and ground), as this will either blow a protective fuse (on meters so equipped) or fry the meter outright. A good precaution is to disconnect the positive battery lead and allow sufficient time for any system capacitors to discharge (on machines so equipped).

Switch your meter to the voltage measuring mode when you need to find hot leads for connecting accessories, check the health of your battery or lighting coil output, and determine if power is reaching a malfunctioning component. A zero voltage check across two points will also tell you it's safe to do a continuity check without fear of

meter damage. Voltage measurements are taken with the meter linked in parallel with the suspected potential. Most multimeters have ranges from a couple of volts to a couple of hundred volts, measuring both AC and DC. Surprisingly, you may need both capabilities as the output (lighting) coils of most bikes produce AC. While nearly all street and dual sport bikes rectify this AC voltage to DC (because it's easier on electrical accessories), enduro or trail bikes often run the AC right to the headlight and tail light.

If you're checking an ignition coil output or an unrectified lighting coil output, start by using the AC scale closest to, but not less than 12 volts. For rectified lighting/accessory voltage checks, again choose the scale closest to, but not less than 12 volts, from the DC choices. If the meter reads DC voltage backwards, simply reverse the polarity of the meter leads. With analog meters, it can sometimes be a little tricky determining what the actual voltage reading is, as there are usually several scales printed on the front of the meter. The trick is to look for the higher number of the range you've selected (i.e., look for a 50 if you've chosen the 0-50 VAC range) at the extreme right of the meter and that's the scale that should be used.

Current flow is measured using the ammeter function of your meter. The presence of current flow indicates that your lighting coil or battery is actually accomplishing some work. This is good if a head lamp, turn signal or the like is in operation, but bad if everything is turned off (dead battery syndrome). The ammeter function of your multimeter is useful for locating shorts or determining the draw of a particular accessory. Current measuring requires a slightly different technique, as the meter has to be in line (in series) with the circuit. Most multimeters are capable of measuring a couple of amps draw, way on down to milli- (1/1,000) and even micro- (1/1,000,000) amperes. When using the current measuring function, choose a high current range and work your way down to lower ranges. This prevents the dreaded meter pegging and associated damage.

Trouble shooting techniques are dependent upon the notion that current flow should be zero with the ignition and all accessories turned off. If you're still reading current at this stage, then you've probably got a problem with a shorted or failed accessory. Start disconnecting things until the current draw goes away, and that'll isolate your problem. Beware, however, of charged capacitors discharging and reading as current flow.

So that's it. The basics for electrical troubleshooting tools. In a future Toolbox, we'll get specific on how some common faults are diagnosed, talk more about bike electric/electronic components, and maybe even tell an anecdote about smoking the Trail Rider 400 RX/C (now where's that parts catalog gone to....). □

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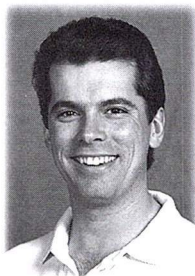
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DELAWARE STATE

Whatever you do, don't mention the rain

by Paul Clipper

Delaware City, DE 10/29

For the first time in a few years, there was nothing to prove at the Delaware State National Enduro. Ty Davis had already wrapped up the series two races before in Texas, and he wouldn't be riding in Delaware, instead he'd be practicing for the Baja 1000, only ten days distant. We'd already heard that Steve Hatch wouldn't be in Delaware, since he'd tweaked—then broken—his ankle between the ISDE and Texas, and had effectively limped off to start the healing process for next year. Randy Hawkins probably felt that he had to show up, it looked like he'd be the only national contender to be there; he couldn't improve his standings no matter what—he was already leading Hatch in the overall by more than 40 points.

Actually, if you look at it close, many positions could be shuffled behind Davis and Hawkins. Hatch had 144, Kelby Pepper had 128, and Mike Lafferty had 122—everybody else fell off rapidly in the points after these first five. Lafferty knew he could move up to fourth overall if he won and Pepper didn't show up. Pepper might have moved up to third, had he been there and taken the win. So things could have happened, but just about any upward move depended on an overall win. Then of course you have to consider throwaways in the equation, and since we didn't have all the event scores handy, who would know? Basically, not much could change from the Delaware results, which was a big let-down from the last few years, when the entire championship depended on who came home the winner at this final round.

Still, there was an enduro to be run, and as it sometimes happens in Delaware, this was an enduro that would really live up to the name. After a painfully dry summer and fall the skies had broken locally, and on Friday a line of vicious thunderstorms had hammered up the coast, dropping more than a couple of inches of rain. When riders started arriving at the start on Saturday afternoon they were greeted with standing water flooding nearly half the parade grounds. By now, everybody on the planet knows that Delaware is not much more than a clay-filled sand bar between the Chesapeake Bay and the Delaware Bay, and this much water laying around before the national is an ominous sight. It forces competitors to ask themselves the golden question: How much slipping and sliding, falling down, getting stuck, wallowing through the clay and digging my bike out do I really want to do? In addition, it usually means wasting a chain and sprockets, two sets of brake pads, and possibly all the frame bearings below the steering head.

We all know this, it is a given fact. One of the liabilities of competition. And in the

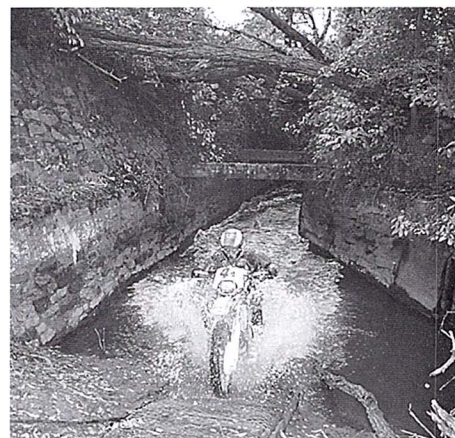
middle of all this musing Charlie Stapleford, president of the Delaware Enduro Riders and trail boss of the national forever, comes up and starts declaring once again about how unfairly we paint the enduro because of the weather, and how we always have to mention the mud, and why can't we just once tell the true story of the enduro. Okay, here it is: The club did a great job, put on a fantastic event that Hawkins & Company all raved about, but besides that it was the muddiest, nastiest, most devastating event on either the national or the ECEA schedule this year. All because of the weather, and the club had nothing to do with that.



Mike Lafferty gets some last minute advice from his dad: "You sure you want to wear those gloves? Remember, you're not having any fun unless you're bleeding!" Mike took second overall, with the gloves.



Chris Smith jammed right along side Mike Lafferty and Hawkins for the first half of the run, but a few extra points knocked him down to third overall.



Only five riders were allowed up the flooded Sluice before it was closed. Mark Spence comes up for air at the top. Hey, at least it washed off the mud!



Kevin Bennett campaigned a new XR400 at Delaware, and took it to the High Point A award.

The event started out tough, with a 16 mile dash to the first check that was guaranteed to demoralize anyone who thought he could win Delaware with a single-digit score. Some of the C riders lost 30 minutes getting to the first check, and it was not unusual for the top riders to drop 12 or 13 points. Chris Smith, riding on 17, was the first rider to blaze through with a single-digit score, carding a nine at the check. Hawkins came through on minute 20, matching

Smith's score, and then Michael Lafferty scored the third and final nine, setting the stage for a neck-to-neck battle that would last through more than half of the run.



Randy Hawkins came to Delaware and convinced everyone again why he's been national champ so many times.

At the following eight checks these three riders matched each other's scores exactly. They carded five at the fourth check, two at the sixth, six at the seventh and zeroed all the rest. At the ninth check they entered what would be the most notorious section of the run, with three back-to-back checks and no second chances.

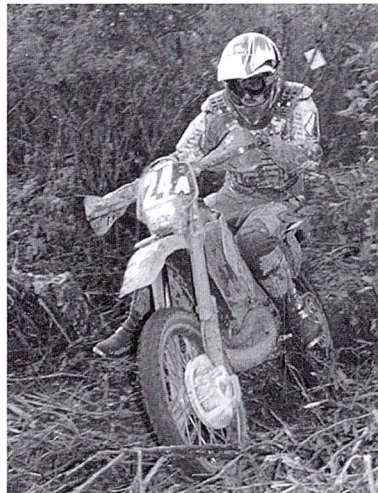
Smith entered the section first, zeroing the check-in and railing through the drying trails and deep fragmitis reeds, and hit the first check in the section—the tenth check—dropping three points. Four minutes later Hawkins bested him by a point, scoring two at the check and continuing into the section with nearly a minute advantage. Two minutes behind Hawkins came Lafferty, scoring a three and matching Smith's score.

Hawkins took his two and never let up, dropping 8, then 11 at the next two checks. Lafferty couldn't gain back the time he lost at check 10, and went 9 and 12 at the second two, while Smith went 10-14 in the section. Each rider lost a point or two at the next few checks leading into the finish, but there wasn't enough room to take back Hawkins' three-point advantage, and Lafferty had to settle for second overall, while Smith trailed in third.

A few other riders hung with this group at the fateful tenth check, with



Jack Jr. smashed his hand guards, bent his bars, had no fun, and finished third in the national AA class. That's okay, he still wrapped up the ECEA championship once again.



Alan Randt scored second AA, and actually claims to have enjoyed the mud. What do you expect for a guy from Michigan!



A table full of club volunteers and a wall full of computers. This is enduro scoring in the '90s. Just wait 'til they start bar-coding riders.

KTM's Alan Randt hanging toughest with a 3-10-14 score, matching Smith's effort. "But I did all my squid riding in the morning," said Randt, who lost a lot of time adapting to the slippery early morning conditions. Husky rider Fred Hoess scored 3-10-14 over the section as well, but also lost too many points in the morning to be in contention. The third best score series in the section went to Kevin Bennett, riding a brand new Honda XR400 and fresh from his second

overall finish in Illinois two weeks earlier. Bennett rode a 3-10-15 through the section.

One section the rain really affected was the traditional Delaware "Sluice", a rocky gully channeling water behind a marina and into the Chesapeake & Delaware Canal. Early riders found a raging torrent where in the past a limpid stream occasionally flowed, and the first few riders had a struggle on their hands. "I managed to ride up almost to the top, but then there was a waterfall you had to drag the bike up," said Manassas, Virginia, ECEA rider Mark Spence, who was breaking trail by this time, on minute four. "When I got onto the concrete section it was all I could do to keep from being washed back down again!" Five riders were allowed up the Sluice, among them Spence and ISDE NETRA rider Kerry Clark, most having to push and drag up the raging stream. Seeing that the section would end the day for most riders to follow, the club wisely dropped the section out, and mercifully steered everyone else straight to the gas stop following the Sluice.

Everyone agreed that the morning was the toughest, with plenty of standing water and deep mud ruts, especially for the later numbers. In the afternoon the course dried out some, and speeds picked up substantially. The event featured 120 ground miles out of 134 on the route sheet, and 15 checks to keep the riders honest.

At the finish check it was Hawkins taking the overall with 46 points lost, and Mike Lafferty snaking in right behind him with a 49. Chris Smith was third overall and first regional AA rider, with 53 points to his credit. Fred Hoess was fourth with 63, and Kevin Bennett finished fifth overall and High Point A by virtue of his 64-point score. Tied at 67 points were Alan Randt and Mark Spence (Kaw), finishing in that order by tiebreaker seconds, and Michael's brother Richard Lafferty (KTM) was eighth overall with a 72. Drew Smith was ninth overall on a CRE 250, and first in the A Lightweight class with 73 points, and Jack Lafferty Jr. (Hon) finished out the top ten with 74 points lost. Mark Hummel was the winner of the High Point B trophy, with 102 points lost, and a tired David Barnes took the High Point C trophy back to New York with him, with a hard-won score of 267 points.

When you follow the scores back from the top finishers, the run gets really interesting. For most it was a struggle just to stay on time, and for supporting testimony all you had to do was be there driving around, watching all the muddy motorcycles on the road trying to find their way back to the start. If you were out there with them, you had plenty of company, as only five C riders finished the event, and only 45 B riders. Masters rider Joe Gallie won his class by getting to the third check before giving up, and NETRA Women's class champion Karen Whittier won the "fairer half's" class after getting to the first check 52 points down and calling it a day.

But our favorite rider on the results sheet is a C Medium Light rider by name of Roger Nicholson. We don't know Roger, but seeing his scores both pained and impressed us. He fought his way to the fourth check, where he dropped 59 points, but rather than houring out he went through the reset and soldiered on. He got back up to only a 22 point loss at the fifth check, and then slipped back down until he dropped 57 points at the seventh check, and still didn't

quit or hour out. Roger got back up to 25 points at the eighth check, and then worked his way back down to 52 points at the twelfth check—the check-out to the toughest section, and still hung on to the end, dropping 501 points but still finishing. Roger finished second in his class, behind Marc Streagle who still managed to drop 495 points himself, yet neither one of them could be considered for a Low Score Finisher trophy, because Tim Kilker won the C Four Stroke class with 505 points to his credit! They all struggled, but none of the rest of them came as close as Roger did to houring out—or as often as he did—and for that we owe Roger Nicholson a tip of the hat and the honorary title of T.S.O.B. for the Delaware National (hint: the first word is "Tough").

Naturally, the national riders raved about the run, Hawkins in particular smiling and happy and declaring Delaware once again one of the best runs in the country. The club members did a great job with the course and the checkpoints; and the food, the start location, and the scoring were all excellent. Yes, it did take a little bit longer than everyone would have wanted to get the scores posted, but that was because the scoring software only looked at total scores and not how many checks the riders went to, which was the real issue with all the DNF's for the day. We were happy because the club got us the

complete results on Tuesday, and that's what really counts, right?

Another excellent Delaware job. Every year we have to wonder how much longer it can last, because those houses keep getting

closer and closer to the trails. But as long as they can, you can expect the national riders to keep raving about it, because D.E.R. does enduros right. Even if it does rain on their parade now and then. □

Delaware National Enduro

Class Results
Randy Hawkins Suz 46

Grand Champion
Kevin Bennett Hon 64

High Point A
Mark Hummel Hon 102

High Point B
David Barnes ATK 267

High Point C
National AA

1. Michael Lafferty KTM 49

2. Alan Randt KTM 67

3. Jack Lafferty Jr. Hon 74

Regional AA

1. Chris Smith Hon 53

2. Fred Hoess Hus 63

3. Richard Lafferty KTM 72

4. Bill Atkinson Hon 77

5. Ross Benson Suz 79

A Light

1. Drew Smith Hon 73

2. Kerry Clark Hon 75

3. Joel Dengler Suz 90

4. Pat Anderson Suz 114

5. John Smith Yam 115

A Medium

1. Mark Spence Kaw 67

2. Larry Poplin Suz 85

3. Craig Shenigo Yam 98

4. Rick Higgins CRE 99

5. Mike Arendasky Gas 100

A Medium Light

1. Jim McCommon Yam 98

2. Jeff Moyer Kaw 101

3. Robert Mohn Kaw 110

4. John Robbins Kaw 188

5. Perry Hodges Yam ck.4

A Open

1. Ken Law Hon 101

2. Phil Carlin Hon 103

3. Cliff Tenney KTM 108

4. Dean Spencer KTM 110

5. Dave Groemm KTM 119

A Four Stroke

1. James Burns Hon 87

2. Ken Hammond Hon 90

3. Darrin Russell Suz 143

4. Barry Crone Suz 203

5. Sam DiNinno Hon 221

A Veteran

1. Jeff Kirchner Kaw 82

2. Anthony Tomasello Yam 85

3. Jim Gunselman Yam 101

4. Eric Koeller Gas 117

5. Craig Seely Kaw 125

A Senior

1. Jerry Randall Hus 107

2. Tom Ebersole 108

3. Calvin Smith KTM 123

4. Mike Lagomarsino KTM 124

5. Gary Noble Hon 164

A Super Senior

1. Jack Lafferty Sr. KTM 134

2. Bruce Triplett Kaw 145

3. Ron Hole Suz 155

4. Keith Ratcliff Hon 156

5. Jack Shoalmire Kaw 201

B Light

1. Scott Taylor KTM 153

2. Ron Murhon KTM 192

3. Steve Fox KTM 193

4. Ed McGall Yam 200

5. John Wernsdorfer Hon ck.11

B Medium Light

1. Martin Scheffler Kaw 127

2. Ron Lucas Kaw 137

3. Jeff Perambo Kaw 162

4. John Parkinson Kaw 303

5. John Lambert Kaw 354

B Medium

1. Michael Bradway Suz 110

2. Glenn Eggert Hon 128

3. Peter Wright Suz 129

4. Tim Mitchell Yam 142

5. Scott Ashway Kaw 157

B Open

1. Al Switzer KTM 118

2. Steve Guers KTM 140

3. Dave Mealing KTM 174

4. John Farrar KTM 199

5. Philip Doyle KTM 208

B Four Stroke

1. Joe Wallace Hon 134

2. Robert Barr KTM 203

3. Doug Van Horn Hon 337

4. John Putorti Hon 303

5. Rob Kirkpatrick Hon ck.13

B Veteran

1. Bob Kozacheson KTM 141

2. Roger Arnold Yam 168

3. Glenn Shiffman KTM 230

4. Mike Nolan Kaw 255

5. Mike Dolecek Kaw 281

B Senior

1. James Schmits Yam 449

2. Duke Finch Yam 458

3. Brent Bush Kaw ck.11

4. Jack Lurtsema Kaw ck.6

5. Craig Burfield Hon ck.4

B Super Senior

1. Jim Jenkins KTM ck. 5

2. Ed Kistler KTM ck.3

3. Fred Franks Kaw ck.3

4. Ken Buchel Kaw ck.3

5. Jim Mitrowitz KTM ck.2

C Medium Light

1. Marc Streagle Kaw 495

2. Roger Nicholson Kaw 501

3. Edwin Newcomb Suz ck.6

4. Chris Tlack Kaw ck.6

5. Pat Johnson Kaw ck.3

C Medium

1. Jeff Watkins KTM ck.10

2. Harry Owen Gas ck.6

3. Robert Lockard Kaw ck.6

4. Scott Gribble Kaw ck.6

5. George English III Suz ck.6

C Open

1. Mike Meyer Hus 363

2. Roger Huenemeyer KTM ck.11

3. Karl Dodson KTM ck.9

4. George Bressler KTM ck.3

5. James Rink II KTM ck.1

C Four Stroke

1. Tim Kilker Hon 505

2. Robert Thompson Hon ck.9

3. Tom Denman Kaw ck.3

4. Mitch Schappert Kaw ck.3

5. Chris Schultz Hon

C Veteran

1. Jeff Fox Yam ck.5

2. Norman Franckle KTM ck.4

3. Rob Comber Kaw ck.3

4. Craig Lambert Yam ck.3

5. Gerald Schwegel ck.3

Masters

1. Joe Galie Yam ck.3

2. Ed Baker Hon ck.1

Women

1. Karen Whittier Kaw ck.1

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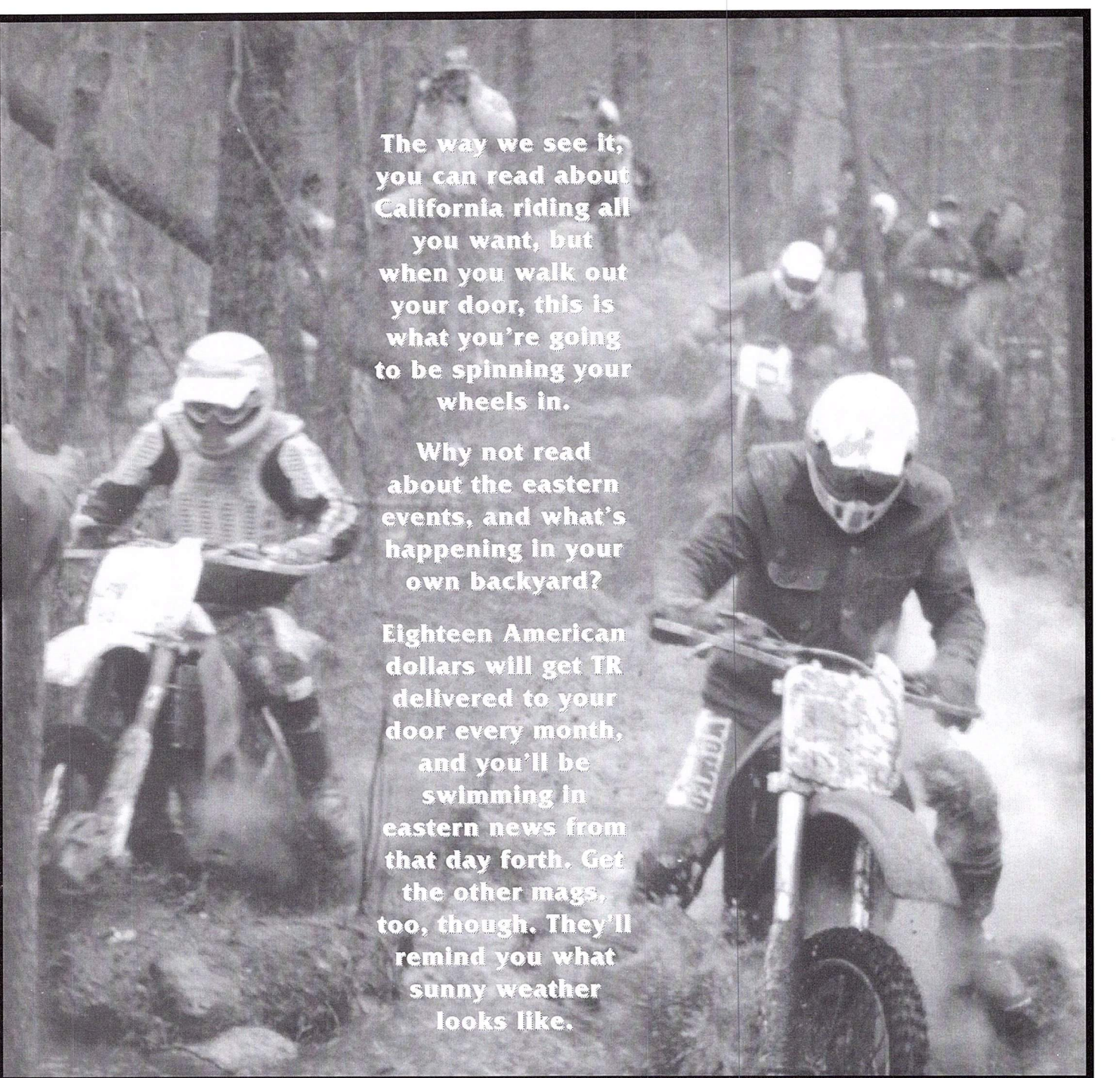
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A black and white photograph of two motocross riders on a dirt trail. The rider in the foreground is wearing a dark jacket and a white helmet, leaning forward on the handlebars. The rider in the background is wearing a light-colored jacket and a white helmet, also leaning forward. The trail is rocky and uneven.

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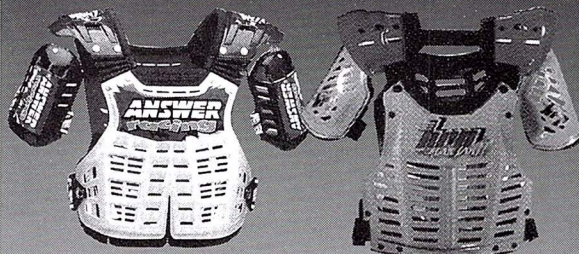
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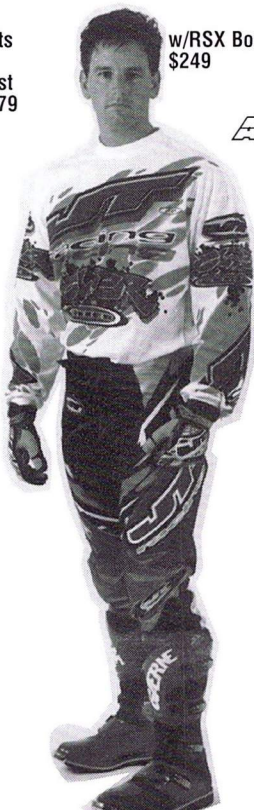
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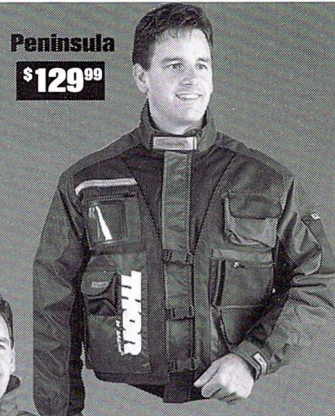
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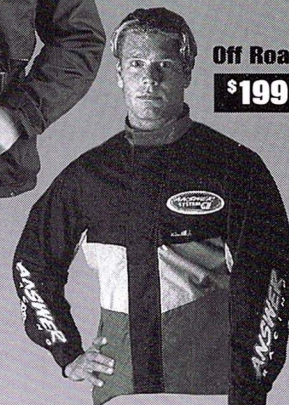


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Foreign Affair

No Polski, No Argentynie, just an Amerekanski in Jelenia Gora

by Jeff DeBell

Jelenia Gora, Poland 9/18-23

In 1973 I was 15 and speculated at the Six Days in Dalton, Mass. I idolized the Czech trophy riders and the American Vase team, and vowed to never miss another U.S. Six Days.

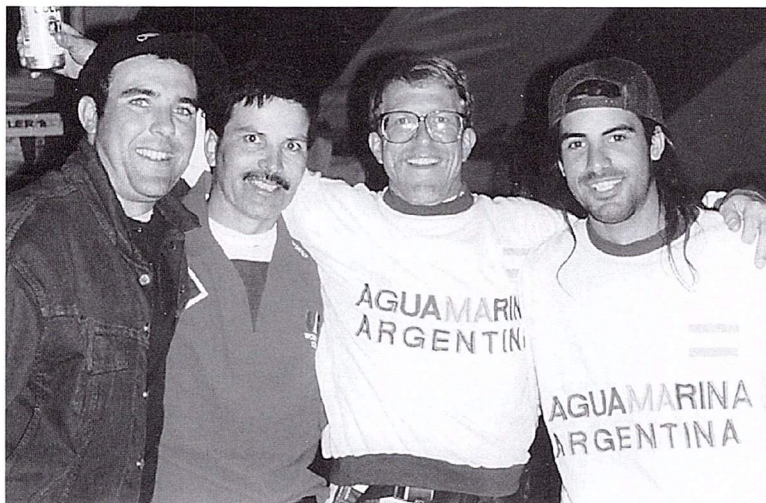
In 1994 I made good on my promise and worked as a medic rider in Tulsa. On Day Three I buddied up with the Alto Volga Competition team from Argentina. The only rider they had left after the first day was the last out of the parc ferme each morning, and I took a liking to these underdogs at their first ever Six Days. We parted good friends.

In the March 1995 Trail Rider, Bossman Clipper wrote about the problems in Tulsa and ended his piece something like this: If ya wanna experience a REAL Six Days, go to Europe, especially Eastern Europe. It don't get much better than that.

September 16th I celebrated my 38th birthday somewhere over the Atlantic aboard a wide body on my way to Poland, and a job in the pits with my pals from Argentina. The Clip was right...Six Days in Europe kicks butt! Here are a few observations from an old, slow Husky rider who's never been out of the States before.

I jumped off a seven hour train ride from Warsaw just in time to march in the opening ceremonies with the Argentine team. The stadium was nearly full and the spectators cheered every team as they entered and passed in review. There was a flyover from some sort of big old biplane, a live concert by one of the area's star performers, and the Zywiec and EB (Polish beer) flowed in abundance.

Next it was off to the headquarters hotel in Cieplce to get our hotel arrangements finalized. We had 16 of us crammed into a Mercedes B100 van festooned with Argentine and Alto Volga Competition flags. On every corner there were groups of waving children, and we attracted a small crowd at the hotel as well. We gave away nearly everything we had—hats, stickers, magazines, you name it—and the kids loved it. Some of the older kids knew a little English so some communication was possible. Football (as in soccer) is big in Europe and in South America, so there was more than motorcycling to talk about. Our team took special efforts to acknowledge the children the rest of the week, and hopefully generated good memories for them and some international good will as well.



Argentine team manager Marcelo Giuliani, one of the team mechanics, DeBell and Sebastian Prieto celebrate after the final motocross in Tulsa last year. Prieto is the only Argentine rider to finish the '94 ISDE. Unfortunately, the team lost all their riders this year.

Sunday night (pre-day one) everyone has high spirits at supper. I brought the March Trail Rider and read Clipper's commentary about how important the Six Days is, in particular the part about always, ALWAYS getting your bike to impound. Team manager Marcelo Giuliani translates and "the boys", our six riders, listen intently. Clip's words would work magic on day three and helped one young Argentine rider reach down deep and find the guts to continue another day. Thanks, Paul! We are up until midnight discussing logistics and generally catching up on old times and new. Fortunately for me jet lag won't hit until I'm back home (then I died!).

The start on day one is in the center square of Jelenia Gora. All starts and finishes from here on out will be at the stadium in Cieplce, but for now the square is a festive place bulging with riders, support personnel, news media of all kinds and hundreds of spectators. It is a Mardi Gras atmosphere and I begin to get a feel for how big the Six Days is to these people. Awesome!

I am assigned to the pit at Check 7/14 which is at the middle and end of the ride each day. We have three 250 and three 350 Huskies entered in two club teams. We are also pitting for the lone Greek rider, Bil Orfanos, who is on a Husaberg. One of the 350s comes grinding in after the first loop with a rock-induced hole in the clutch cover. A new cover is slapped on and fresh oil added (Thanks Tommy and Team USA!) but riding 50 kilometers like that is too much and the damage is done. The rider, Alvaro Hidalgo, finishes the first day, but the bottom end locks up after about 20 clicks on day two.

I meet an old guy from Czechoslovakia

whose hobby is the ISDT/ISDE. He has been to nearly every Six Days on the continent since 1953! He doesn't have a pin from Tulsa so I give him mine, my AMA Charter Life Member pin and a Husky T-shirt in trade for pins from Czech Six Days in 59, 63 and 72. I hook him up with Frank (a big advocate of "fluid replacement") in the Aussie pits and he gets an I4DE pin and a koala from them. This goodwill ambassador stuff is fun!

We get all the bikes out okay on day two only to discover American rider Carol Williams limping around the pits later in the day. She buggered her knee up and will re-impound to try it again in the morning. In the meantime she's taking electro-shock therapy and hoping for the best.

Unfortunately it is not to be, and I feel bad for this heroic rider who kicked butt in Tulsa with a dislocated shoulder (sure, Pellegrielli did, too, but Carol wasn't loaded up with cortisone and who knows what else!). Our 350 four-stroke bites the bullet, and we also lose one of the 250s. Rider Sergio Kasmer wrenches his knee in a fall and also wipes out a radiator hose, but we're still optimistic for the rest. "Beel from Greek," as the Argentines call him, loses a minute or two in each section,



Marcelo Giuliani and Kari Tiainen of Finland, the fastest four-stroke rider in the world.



Chris Smith raging in the final motocross. He got the holeshot, got taken down in the first turn, passed everybody only to crash again, but still finished with a gold medal to his credit.

especially on the "A" time schedule, but is still on a bronze. The Husaberg rep, a big Swede with an even bigger moustache and smile, says that they call Greek enduros "lemonade runs" because they are so easy you have time to hang around at each check and sip lemonade!

During dead time in the pits I wander around and meet former ISDT heroes. First is Jan Kvitak, Czech team manager and former gold medalist on a 175 Jawa. We don't speak each other's tongues, but we both talk motorcycles via hand signals and drawing on a napkin for a good half hour. I remember my heroes from the '73 ISDT, Kvet Masita, Zdenek Cespiva, Jo Fojtek; and Jan's eyes show delight that I can name his former team mates. He still has his restored Six Day mount and shows me a photo of it. Later I meet nine-time gold medalist Miroslav Malec and 11-time gold medalist and Polish team manager Ryszard Gancewski, two great iron men for whom I have immense respect. Again, though I don't speak Polish I manage to tell them that when I was a teenaged enduro rider, guys like them were my heroes.

The second lap of day two produces another sick 250. A combination of bad gas and poor jetting causes this poor bike to detonate like crazy, enough to blow the electrode off of the spark plug. Of course it promptly travels into the ports and pops out just in time to catch the piston on the upstroke, fusing the rings to the piston and scoring the cylinder wall. With the bike back in the pit we pull the head, get a new piston, borrow a piece of emery cloth from the Spaniards and go to work. Tommy (Team USA) patiently explains the re-impounding process to us and we work like madmen to get Ezequiel Grilli's bike back together. The rider did all the work, of course....yeah, right! That's why we (and everyone else) constantly scanned the area for marshals. But we get four bikes out on day three and everything is cool for the time being.

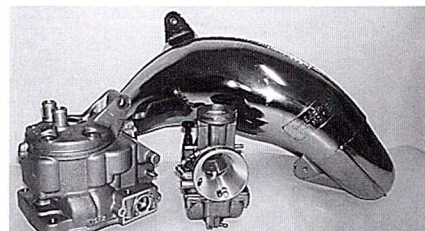
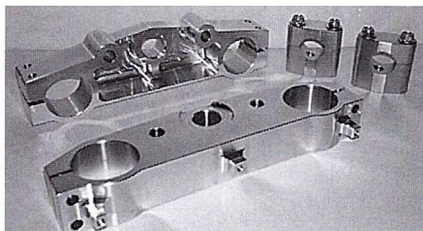
In our never-ending search for supplies I meet Mr. Acerbis....yeah that Acerbis. He is a true gentleman and I envy him that he is able to work doing something he so obviously loves. He stops by our pits every day to check on us, not just lip service but a true interest in us, particularly the riders. He later treats us to brunch at the Agip hospitality trailer where I load up on Acerbis and

Agip stickers for the local kids (and my bike at home.) I'll advertise for a guy like that any time. My bike also get stickers from Karima, a Polish telecommunications company, in gratitude for making it so easy to call home to talk to my sweetie and kids.

I like the local food because to me it is the chance to experience a culture different from my own. The Argentines, however, are ticked off because there are sliced meats, cheeses, veggies and breads at breakfast

but no salads with supper. Some of the food is hard to identify, kind of like mystery meat, so we make sure to count the number of dogs and cats outside our hotel each night! Regardless, the pirogies are the best I've ever eaten.

Day three is sunny but the locals say that rain is on the way, and that day four will be a real SOB. One of our two remaining four-strokes comes in with two flats and a discouraged rider. Favio Gonzalez wants to drop out, but using Clipper's words as analogy, I convince him that he should change his rubber, re-impound and go on out in the rain on day four. Besides, I tell him if he doesn't ride, I will, and I'm so old and slow that I will dishonor his family name. He starts day four. Beel from Greek is not so fortunate and has to retire, houring out on



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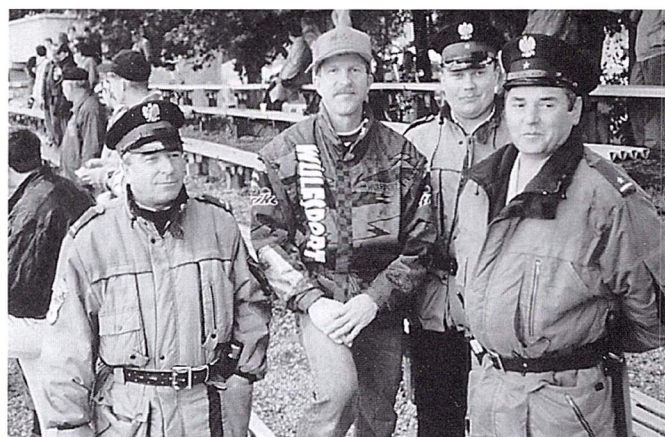
the third day. Grilli's bike is also running like crap. He impounds but doesn't ride in the morning.

It rains all night, absolutely pouring just before dawn, and day four's "A" time schedule and muddy trails will make it or break it for about half the field. Andres Junco's bike was suffering from detonation, too, and he does a top end job in the rain in less than 40 minutes. We get the remaining three riders on the trail and then wait in the mud for them to come in from the first lap. Our wait is in vain. Before the morning is over all of our riders are down for the count.

Gonzalez actually had only lost nine minutes, but he got mud in his contact lenses and that did him in. The other boys, Fabio Dobal and Junco, just got plain tired of getting beat up. They are mostly motocrossers and one-day enduro riders, and all were first time Six Days riders. They were not mental-

ly prepared...youthful enthusiasm can only take you so far. The high point of the morning is a cold shot of Chopin vodka in the Polish pits.

Favio Gonzalez takes me aside later and thanks me for making him ride the fourth day. I tell him that if he quit on day three he would have been angry with himself. To stop on day four was not dishonorable. The trails were plain terrible and many other riders fell victim to the same conditions that claimed the remainder of the Argentine




DeBell with the Jelenia Gora fire department. That's Chief Lugowski and two of his men, Thadeusz and Piotr.

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team. We retire to the hotel and partake of mata, Argentine tea in a small cup passed around like a hookah. The mood is somber, but no one is ashamed of their performance. I am proud of them all.

That evening we wash bikes outside our hotel and some of the local kids come by to give us plums and apples they have picked from their orchard. They were by the night before for autographs so tonight I fire up one of the 350s and give them all quick spins up the street and back. Patrycja, 11 years old, digs deep into her limited English and exclaims, "Super! Extra! I feel piany (drunk)! Whew!" We have our own little fan club that thinks that the Argentines and their American strzak (fireman) friend are great.

On day five we spectate the special test, watch a talented guy on a Gas Gas trials mount play in the rock ledges, hang out in the pits and lick our wounds. At the end of the day I meet four-stroke open champ Kari Tiainen from Finland. He is just a great all-around guy, very humble and down-to-earth. A true gentleman racer. That night we go out to Pizza Hut in Jelenia Gora and run out of fuel on the way. A good samaritan helps us get more fuel and I find it strange that the local policzia just zoomed on by our stranded van. We get to the Hut about 10:30 and close the place down. The Zywiec tastes pretty darned good and the boys look relieved to have a chance to unwind a bit.

Patrycja is outside the hotel at 7AM when I emerge for my morning walkabout. Some of the older folks are out in the nearby forests foraging for the mushrooms which have erupted with the recent rain. The bikes are due by on the trails near our hotel, so I wait with Patrycja and we trade words back and forth. When the riders start coming by I point out the Trophy and Junior Trophy riders and explain how each country is identified by the colors on their helmets. I also point out Peterhansel and Tiainen when they blast by, and then rush back to the hotel to pack.

The final motocross test is jammed with thousands of spectators, vendors, and some killer food. I don't know what kind of animal it is I am eating, but it is grilled and it is great! Large groups of spectators from each country line the course at different points and cheer wildly when their favorite riders blast by. The Polish riders have a home court advantage in terms of sheer

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numbers of spectators, but every rider has a cheering section. Some of these guys are wickedly fast. Peterhansel has about a 20 meter lead on the rest of the pack after one lap and never loses ground. The guy smokes no matter which country he is in!

All too soon it is time to say adios to my Argentine buddies. We talk some about next year in Finland. The Husaberg rep says it will be a good one. If Alto Volga goes, I'll try my darnedest to be there with them. The one change is that I will bring my kids this time. Having never traveled before I did not know what to expect. It is a real eye-opener and an invaluable learning experience and if I ever leave them at home again I should be shot!

The Tulsa Six Days was a blast, but only because I worked it and was able to be on the inside. If I had only speculated I'm sure I would say that it sucked. There's nothing to compare to a European Six Days, or probably any motorized or non-motorized sporting event for that matter. This is big stuff to these folks and they don't hesitate a bit to let you know it. It didn't matter if you were a rider, a support person, or a janitor. As long as you were wearing something from a foreign team you were a hero, especially to the kids. I don't know how many kids are running around Jelenia Gora with my autograph, but it sure makes you appreciate things a little more than you usually do.

Jet lag is killing me, I'm just about broke, I want a new four-stroke Husky so bad I

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3. Spain (1829.54)
4. Czech Republic (2365.07)
5. Finland (2496.39)
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7. France (3161.96)
8. Italy (4053.63)
9. USA (5589.71)
10. Germany (5754.92)

125

1. Cyril Esquirol (Hon) France
2. Giorgio Grasso (Yam) Italy
3. Petteri Silvan (Hus) Finland

can't stand it. I want to do a hare scrambles right now, the kids' soccer games have all my weekends tied up for another two months, but boy oh boy was Poland ever fun! Clipper said it: save your beer money, spare parts money, check the return slot on pay phones, do whatever it takes, but if you can ever wrangle it you need to go to a European Six Days. Absolutely awesome. Absolutely.

One last note: You all should be proud of

4. Paolo Fellegara (Hon) Italy
5. Roman Michalik (TM) Czech Republic
7. Chris Smith (TM) USA (gold)
13. Randy Hawkins (Suz) USA (gold)
25. Patrick Garrahan (Kaw) USA (silv)
35. Drew Smith (TM) USA (silv)
59. Marty Walden (Suz) USA (brnz)
67. Eric Ducray (Hon) USA (brnz)

175

1. Stephane Peterhansel (Yam) France
2. Tullio Pellegrinelli (Hus) Italy
3. Joachim Hedendahl (Suz) Sweden
4. Rob Sartin (Yam) Great Britain
5. Eric Bernard (KTM) France
8. Rodney Smith (Suz) USA (gold)
22. Jason Dahners (KTM) USA (gold)
29. David Rhodes (Kaw) USA (silv)
34. Jeff Fredette (Kaw) USA (silv)
69. Brian Garrahan (Kaw) USA (silv)
89. William Perkins (Yam) USA (brnz)
96. Tom Ebersole (CRE) USA (brnz)
98. Rodney Goehring (Hon) USA (brnz)

350 Four Stroke

1. Anders Eriksson (Hbg) Sweden
2. Arnaldo Nicoli (Hus) Italy
3. Svenerik Jonsson (Hus) Sweden
4. Christian Boulet (Hus) France
5. Otakar Kotrba (Hus) Czech Republic

11. Jim Gray (KTM) USA (brnz)
26. Matt Spigelmeyer (KTM) USA (brnz)

500 Four Stroke

1. Kari Tiainen (Hus) Finland
2. Dirk von Zitzewitz (KTM) Germany
3. Bohumil Posledni (Hbg) Slovakia
4. Eric Lejeune (Hbg) Belgium
5. Oscar Gallardo (Hus) Spain
16. Jon Nielsen (Hus) USA (brnz)
22. Greg Zitterkopf (KTM) USA (brnz)
25. Scott Meyer (Hbg) USA (brnz)
27. Tommy Ady (Hbg) USA (brnz)

USA DNF

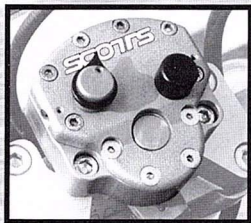
Steve Hatch (Suz) mech.
Scott McLaughlin (Hon) mech.
Mike Callaghan (Hon) injured
Lori Taylor (Suz) mech.
Carol Williams (Hon) injured
Lisa Ann Gibson (Suz) holed out
Kerry Clark (Hon) sick
Kevin Bailey (Yam) injured
Mark Ruple (KTM) sick
Ron Lawson (KTM) holed out
John May (Hus) mech.
Mark Kerling (Yam) sick
Russell Cherry (Hbg) holed out
Ron Schmelzle (Hon) holed out
Jim Conner (Yam) holed out
Bill Rush (Suz) holed out

Team USA, both the riders and their spectacular support crew. Their organization and preparation was impressive. I haven't seen the ISDE results yet so I don't even know who medaled or not, but you can rest assured that we sent over a team of heroes. Team USA defined "team effort".....and you'd better believe that the Stars and Stripes look awful good when you're that far from home! Take a bow, Team USA, you deserve it! □

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Clarkie's Mild Ride

by Cindy Lemere

Assonet, MA 10/15

Clarkie's "Mild Ride." Is this a play on words by the Pilgrim Sands Trail Riders, or just their idea of being funny? Today's event was anything but the milder side of the two events held by the club. After Saturday night's torrential downpour the course was just short of being declared a flood zone. Part of the PSTR course is routed down several creek beds, which usually have a minimal amount of water running through them. But, if you consider minimal water that reaches up to the top of the seat in several places, and you own a Jet Ski, then this was the course for you.

The water also played havoc with other parts of the course by generating some rather interesting mud bogs, and lots of slippery, slimy roots and leaves through several of the woods sections. If you were not into watching bikes drown out in the waterways or become helplessly mired in the muck, then there was always the sand pit which offered some great spectator viewing as well. The trail followed the lip of the sand pit and then back and forth in the base, and exit out onto a whoopy section and into the woods. Whoops in a hare scrambles course? Yup, several sections of them and non too appreciated by the true woods rider.

The first classes out were, of course, the Minis, Juniors and the Women, who in all probability had the best run of the day. No mud bogs had yet formed and the water-

The mudfight at Clarkie's Corral!

ways still had bottoms to them. The Women's class winner went to Sherry Landry, who looks to wrap up the class championship again this year. Landry, riding handicapped the entire day, was first off the line and kept the lead for the entire race. Sherry has ripped tendons in her right wrist. She wears a splint on the wrist when she isn't racing. She is vehement about winning this year's championship, even if doctor's orders tell her to stay off the bike.

Midtown Kawasaki-backed Pamela McCann looked to have second place sewn up, as she and Michelle McKinnon waged a non-stop battle the entire race. Said McCann, "We just went second and third the whole race. I would fall and she would pass me and then we would swap back again when she fell. The last lap we came around and she was right in front of me when she fell on the uphill near the end. I went to pass her, but as she bent down to pick up her bike in the middle of the trail, her elbow nailed me right in the chest and knocked me off my bike. She ended up finishing two seconds in front of me."

The novices had the biggest showing of all the other classes combined, so it was no



250B jam-up on the starting line. Twenty-five to 30 bikes piled up when a few unfortunate souls went down.



Motocrosser Keith Johnson spent most of the race all alone out front, proving again that he's no stranger to hare scrambles riding.

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wonder that they were late in finishing. Add to that the fact that there were now several spots in the creek beds where the water reached over the seats. One of the waterholes looked to have more contenders stranded along the sides trying to restart their drowned bikes then there were actual riders out on the course. Out of all this Jay Vayo, riding the 125 class, managed to pull a high point out of his hat. Vayo had no easy time of it, as Todd Santheson, a local rider from Vayo's home area, was all over Vayo for the entire ride. "We did some bar banging the entire race, and at one point he took me out at the pits. I came sliding in and he passed me. We were bar to bar going into the waterhole, but I ended up back in first and stayed there till the end." said Vayo.

Finally the long awaited one p.m. start of the Expert/Amateur race (which was really



Randy McCann chasing down Johnson on the first lap. McCann wound up fourth overall for the day.

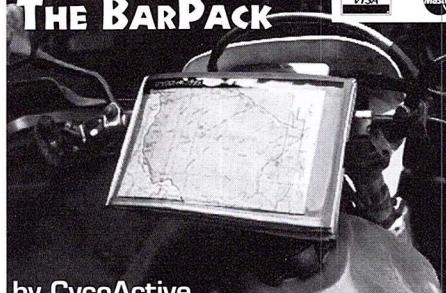
2p.m.). Looking through the ranks there were a lot of motocross plates showing. As the course is also a practice track for the local motocrossers (hence, terrain that they have memorized), a lot more of them seem to get their courage up and come out to tackle Clarkie's. Local yokel Team Green pro-motocrosser Keith Johnson was on hand to give it a go (and Pilgrim Sands Trail Riders were even courteous enough to hold up the start of the event when Johnson's bike had not yet arrived).

The drop of the flag witnessed Chris Crispin with the holeshot, followed up close by last year's hare scramble grand champion Scott Phelps, Todd Levesque, Keith Johnson and Dave Gunn. As the quintet entered the woods Phelps moved into the lead, went down hard and was immediately overtaken by the rest of the pack. The next rider to pass Crispin up was Johnson, who charged strong right off the start of the first lap and was soon out of distance of the rest of the competitors. Johnson would end up finishing almost five minutes in front of the nearest rider to take home the overall for the day.

Crispin tried to keep up Johnson's pace, but as the pair entered the notorious mud bog, Crispin discovered he had more problems than just battling his way through the muck and roots. His throttle was stuck wide open. The next several laps saw Crispin fighting to keep his bike under control as his throttle would alternately stick and unstuck. He finally ended up pulling over to work on it and gave up two slots to Levesque and McCann. With the throttle now under control Crispin caught back up to McCann and dogged him for a lap. As the pair entered back into the bog, McCann picked a bad line and was quickly swallowed up in a deep murky rut. Crispin passed McCann and slipped into third, and would remain there until the end.

AXO/Ronnie's Cycle/Tech Tubes/Oury/Scott-backed Levesque finished runner-up for the day after working his way up from several bad crashes. Right after Phelps' get-off in the first lap Levesque had also crashed hard just five minutes later and emerged several spots down the ladder. Levesque re-seated himself and started picking his way back through the pack trying to valiantly catch back up to

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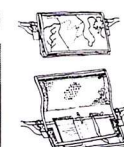

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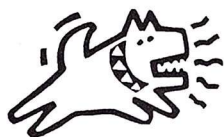
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McCann. McCann and Levesque had their own private battle going to claim second overall for the year. "McCann and I are real close in points so I knew that I had to beat him. I kept getting stuck in the mudhole every lap and finally lost sight of Randy. The next lap I came around and there he was stuck in the mud so I picked a good line, got by him and never saw him again after that," said Levesque.

As for the Team Green / Midtown Kawasaki McCann, he finally came home in fourth. McCann ended up stuck in the mud four separate times. Said McCann, "I was just trying to survive when it came down to the end. It was swill hole and long waterways with roots, trees, mud and ruts four feet deep."

Fifth place ended up going to Robert Speroni after battling with Dave Gunn for the entire race. At one



Vet Amateur rider Kenny Held vanishes in a cloud of steam as he hits a low spot in the mud bog.

point Speroni and Gunn actually locked handlebars in a straight-away and saved themselves from going down. Gunn pitted at the end of the fifth and this gave Speroni the opportunity to take control of fifth place. And for those of you wondering about Phelps, he had a day of mechanical woes as he was forced to change a rear flat tire on the second lap. The change proved to be a disaster as Phelps's chain wasn't tightened back properly and it wore the teeth off his sprocket. No points for Phelps for this day's fiasco.

High point in the expert class went to Wes Clarke as he and Patrick Timothy spent the day trying to out-ride each other. As the 250

(Continued on page 44)

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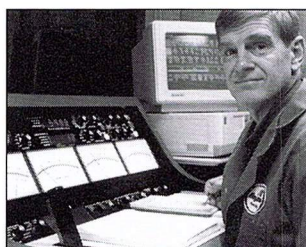


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TATTOO TALK

It's more than just a question of values versus appearance

by Charlie Williams

Readers have written asking about the relationship between tattooing and racing. Certainly, many of the fastest motocrossers today are bringing back the art of tattooing, and your humble writer is no exception. I do indeed have many tattoos, but most were done by amateurs, either myself or other prisoners.

You can tell my approximate age by the content of the tattoo. My first tattoo I did myself. It was the word "Bultaco" on the backs of my fingers. It was a mistake. I had not given it enough thought; after all, study hall was only two hours long. Being right handed, I wrote the letters B U L T then ran out of fingers, so I had to switch hands and spell A C O. I can't write with my left hand, so A C O was a scrawled, bloody, un-readable mess. Then once it was finished it made no sense unless I crossed my wrists.

Then came a tattooed list of my weaknesses. It started out with girls names, then the names of beers, then various other vices. I remember one time waking up on

the playground slide with an unmentionable word freshly bleeding down my leg. The officer prodded me with his night stick and asked me if I had been drinking. I responded by pulling my lower lip down, exposing the words Screw You! He did more than prod with his night stick, and the next time I woke up I was missing my boot strings, my

pockets had been emptied, and I was in a cage where everyone looked just like me!

Most of my bearded, stringy, rangy cellmates knew exactly what a Bultaco was; in fact several of them were collectors. It's a shame such a fine marque like Bultaco winds up in the hands of the tattooed prisoner types like myself. Harley found its niche. Maybe some day I could sell my Alpina for top dollar.

Prison is where I met members of the Tionga Tattoo Club. Meetings were attended and new friends were made. Tionga is where I got all the areas I could not reach myself. You see, everywhere I could reach with my right hand was covered with doodles, hence my yard name "Scratch Pad." The places I could only reach with my left hand looked pretty bad, as far as home made tattoos go.

Anyhow, one day Stabber was working on the word "Gatlinburg" on my back and we were talking. I said, "Now let me get this straight, you're telling me people judge you by looking at your tattoos?"

"Ummhmm" hummed Stabber.

"You mean people can tell just by looking



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at me whether they like me or not?"

"Ummhmm."

"People can actually cop an attitude, positive or negative, just by my looks? They don't want to know my religious affiliation? My political opinion?"

"Nope. Look, Scratch Pad, it ain't right, I'll agree, but it's a fact. If you got long hair you're a hippie, short hair, you're a queer. Black clothes? You're a Nazi. Today's social sects are differentiated by initialized uniforms."

"That's not fair!" I cried.

"Then tell me how the pecking order goes in your circles?"

"Well Stabber, at the race track it's the fastest rider is the very best person."

"Really?"

"Yea, the really fast guys are treated like

knowledge-filled heroes. The rest of the guys are rated by their fancy outfits."

"Scratch Pad, is this fair? To be socially rated by your clothes, or how fast you can do one thing like racing?"

"No, I guess I agree with you there, Stabber. There are so many points to admire before you should judge a person, if you should judge another person at all."

Stabber thinks this over for a while, takes a long deep draw off his cigarette and says, "You know Scratch Pad, ya got a point. Who are we to judge other men, no matter how many qualities we study before making a decision. But on the other hand you must have some sort of quality rating system to sort out the good from the bad, friend or foe."

"Yea, that would be cool," I said.

"Judging is such a stern word, let's use 'accept.' Accept another man, only reject him when his values or quality levels fall below your personal standards. Now it's okay for a guy to have low standards and all, but when his actions affect another person, this is where you must make a judgment whether to allow this person in your proximity. Here is an example: I used to do gun shows with a fella, every week it was my truck, my gas, my oil. Okay, but the free ride didn't stop there. I'd pay for the booth space and he wouldn't kick in, under pressure he would agree to pay a few dollars, always later. He would never lift a finger to load the display tables although he had used them to display his wares all day. After many financial beatings I made a decision not to accept his level of standards. It wasn't my goal to try to change his habits, it was in my own best interest to avoid this character. So in a way I am judging this man not to be of the caliber needed to be my friend."

"Wow, Stabber, you're such a deep thinker."

"Thinker? Naw, all the deep thoughts have been thought already. I've just studied in the prison library and know the questions no man knows the answers to. I can only search for answers, more of a thought-prospecter looking for answers than a thinker thinking new original thoughts."

This part of Stabber really blew me away. I already respected him on his tattoo skills, now to realize how intellectual he was, another sound reason to respect him. Prison is a good place to study mankind. A micro-culture devoid of social status emblems. Because after a strip-search, a bug bath, a lice-removing hair cut and a nice orange jump suit, we are all pretty much equal, boiled down to who we really are.

"Wow, so what you are saying, Stabber, is take away the Mercedes, take away the Gucci, take away the Armani and the Rolex, we can pretty much see who the person is."

"Careful, Scratch Pad, you can now see what the man looks like but you can still be deceived. You must take time to study the mans values."

"Values? Like how much money he can save you?"

"No, no; not like the extra value meal, but how he looks at the world, what is important to him. Does he think so little of you he would steal your cigarettes? All of them? Part of them? Or one at a time? If you can not trust him with your cigarettes, how can you trust him with something really important?"

"Money!"

"Well yea, but I was thinking of something more important than money. Something so important you cant buy it with anything."

"Hair!"

"No you idiot, trust! Trust! Can you trust and depend on another person? Can you trust a person with your trust?"

"Wow Stabber, that's so cool. Trust another person with your trust. Almost a mutual agreement."

"Sure is."

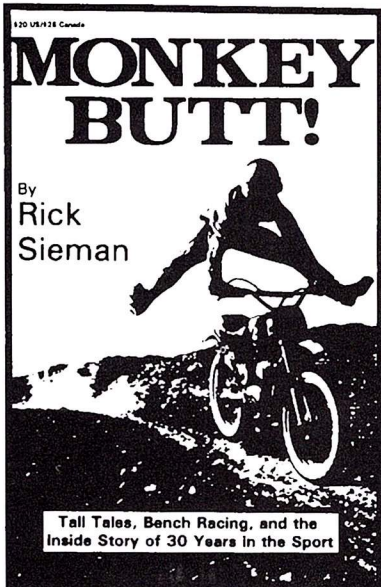
Stabber handed me a mirror and I looked over my shoulder to see the word Galenburg bleeding down my back.

"Galenburg!?!? I wanted Gatlinburg! You said you knew how to spell it! I trusted you!"

"Gee man, I'm sorry, I'm only human." □

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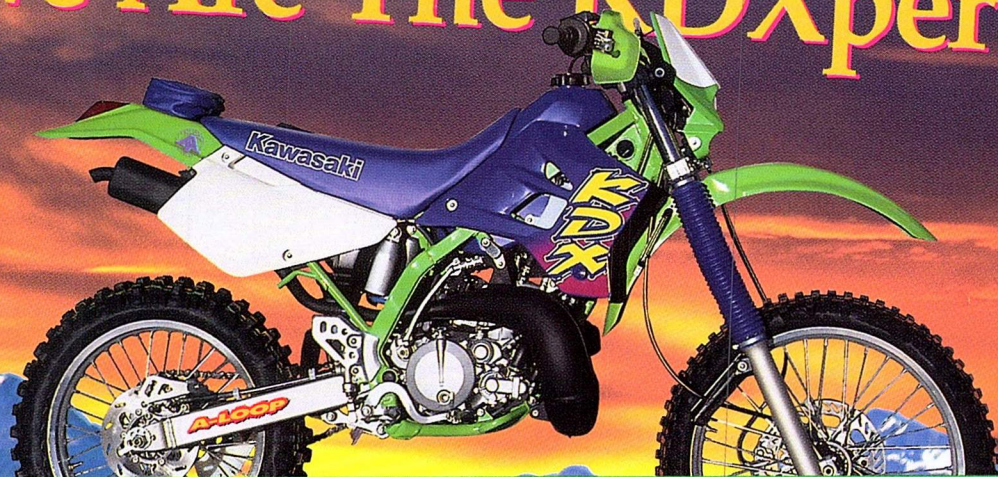
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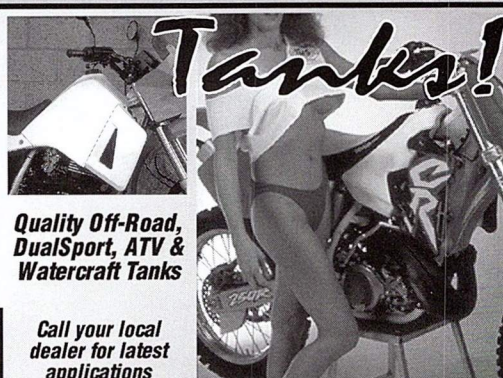
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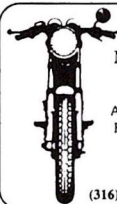
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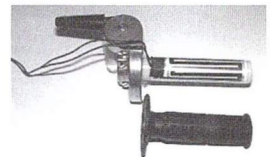
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Clarkie's Mild Ride

(Continued from page 36)

Experts hightailed it into the woods, Timothy, Clarke and Kenny Law were fighting for the lead. The pair ditched Law and settled down to their game of war. When Clarke made his pit Timothy took over the lead, but Clarke didn't waste much time gassing up and was flat-out on the trail for Timothy. The next lap it was Timothy's turn to pit and Clarke passed him by. Timothy rapidly caught up to Clarke and gave him a little love tap in on of the corners, just so Clarke would know that Timothy was back in the race with him. Clarke and Timothy exchanged their version of a "handshake," smiled at each other and then tried to wave

each other on. Said Timothy, "Being the gentlemen that I am, I decided to let him go first. We came up the mudhole where I fell and I never did see him again after that. I'm leading the class right now and with one more good finish out of the three left I should have the title clinched." Timothy is currently sponsored by Manchester Honda and it looks like they have picked a good man to represent them. He is a great guy with an even sunnier disposition, and a real asset to any team.

High Point Amateur went to Jeff Staples of Cycles 128, which Jeff credits to the disaster start that the 250 Amateurs had. For those of you who attended last year's event, you will remember that there was a major pile-up in the Expert line, as close to 60 or

more riders tried to squeeze into the chute. Well, the 70-plus 250 Amateurs saw a duplicate of this start this year, as the second rider entering the chute ended in the middle of the space. The result was a huge pile-up, and after the dust had settled it was Staples in the lead from start to end.

In closing thanks to Francis Clarke, owner of Clarkie's, who has graciously donated the use of his land for the past twelve years. Also to the Pilgrim Sands Trail Riders for another great race which has never let down any spectator, or rider for that matter. These guys always manage to bring us a fair share of spills and thrills. And as for me, hey guys, it was fun and I promise not to become a stranger to the woods! □

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3. Chris Crispin Hon

4. Randy McCann Kaw

5. Robert Speroni Yam

250 Expert

1. Wes Clarke Hon

2. Patrick Timothy Hon

3. Arthur Menzel Kaw

4. Guy Robery Kaw

5. Mike Carlon

200 Expert

1. Luke McNeil Kaw

2. James Brothers

3. Craig Vollkommer Suz

4. Lee Pelletier Suz

5. Jamie Prior Hon

Open Expert

1. Ken Valentine KTM

2. Ken Burdick Kaw

3. Tim Landry

4. Doug McKinnon KTM

5. Michael Rae KTM

Four-Stroke Expert

1. Paul Blanquart Hon

2. Dave Simcock Hon

3. Kevin Paine Hon

4. Charles Burdut

Veteran Expert

1. Rory Eastman Hon

2. Bob Perry

3. Norm Turnberg Yam

4. John Farry

5. Shannon Danyleiko Yam

250 Amateur

1. Jeff Staples Hon

2. David Vallee

3. Joe Delaney Hon

4. Tad Zimmerman

5. Robert Santheson

200 Amateur

1. Jay Wathins

2. Jay Rodrique

3. Denny Anderson Yam

4. Francis Mathson Suz

5. Bruce Yuill Kaw

Open Amateur

1. John Wohrie Hus

2. Glen Dougherty KTM

3. Thomas Quake Kaw

4. Edward Sekelsky Suz

5. John Scarfi KTM

Four-Stroke Amateur

1. Bret Thompson

2. Bob White Hon

3. Gus Bender Hon

4. Steve Labrecquea Hon

5. John Moore

Veteran Amateur

1. Scott Raymond Kaw

2. Stephen Vogt

3. Daniel gavin

4. Kenneth Held Kaw

5. Bill Riordan KTM

Veteran Senior-Expert

1. Jerry Harris Kaw

2. Steve Formanek Kaw

3. John Dunn Hus

4. Keith Goodell

5. Victor Tiship

Veteran Senior Amateur

1. Rick Hesser Kaw

2. Frank Ackerman Suz

Super Senior-Amateur

1. Bruce Wilcox Suz

125 Novice

1. Jay Vayo Hon

2. Todd Santheson Hon

3. Jim Wesdowski

4. Tony Arventos Suz

5. Mark Senecal

250 Novice

1. Scott Robert

2. Eric Turgeon Kaw

3. Robert French KTM

4. Keith Collins

5. Gregory Messier Kaw

200 Novice

1. David Popelski Kaw

2. Kevin Kessler Kaw

3. Nathan Hubbard

4. Andres Cushing

5. John Matte

Open Novice

1. Seath Reindin

2. James Cordeiro Hon

3. Robert Pettigill

4. Dan Downes

5. Steve Ostergard

Veteran Novice

1. Donald Brown

2. Dewey Heichel

3. Steve sleppard

4. Tim Odenseller

5. Eric Reinhard

Veteran Senior-Novice

1. Chris Fahan Hon

2. Larry Piers Suz

3. Robert Rowe, Sr.

4. Joe Frattianni

5. John Corliss

Juniors

1. Doug Stroh, Jr. Yam

2. Brian O'Neil Yam

3. Brian Lawson

4. Matt Jalbert Yam

5. Derek Carpenter

Minis

1. Drew Carpenter Suz

2. Mike Peristere Yam

3. Brian Sebben Suz

4. Jim Senecal Yam

5. Derek Phelps Yam

Women

1. Sherry Landry Kaw

2. Michelle McKinnon Hon

3. Pamela McCann Kaw

4. Dawn Silvia Kaw

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Editorial Director Charlie Morey has been riding since 1965. His knowledge and perspective on today's political and land-use

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Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest member of **Dirt Rider's** team, and as our Moto! Editor, his photography and writing skills leave other motorcycle journalists in the dust.

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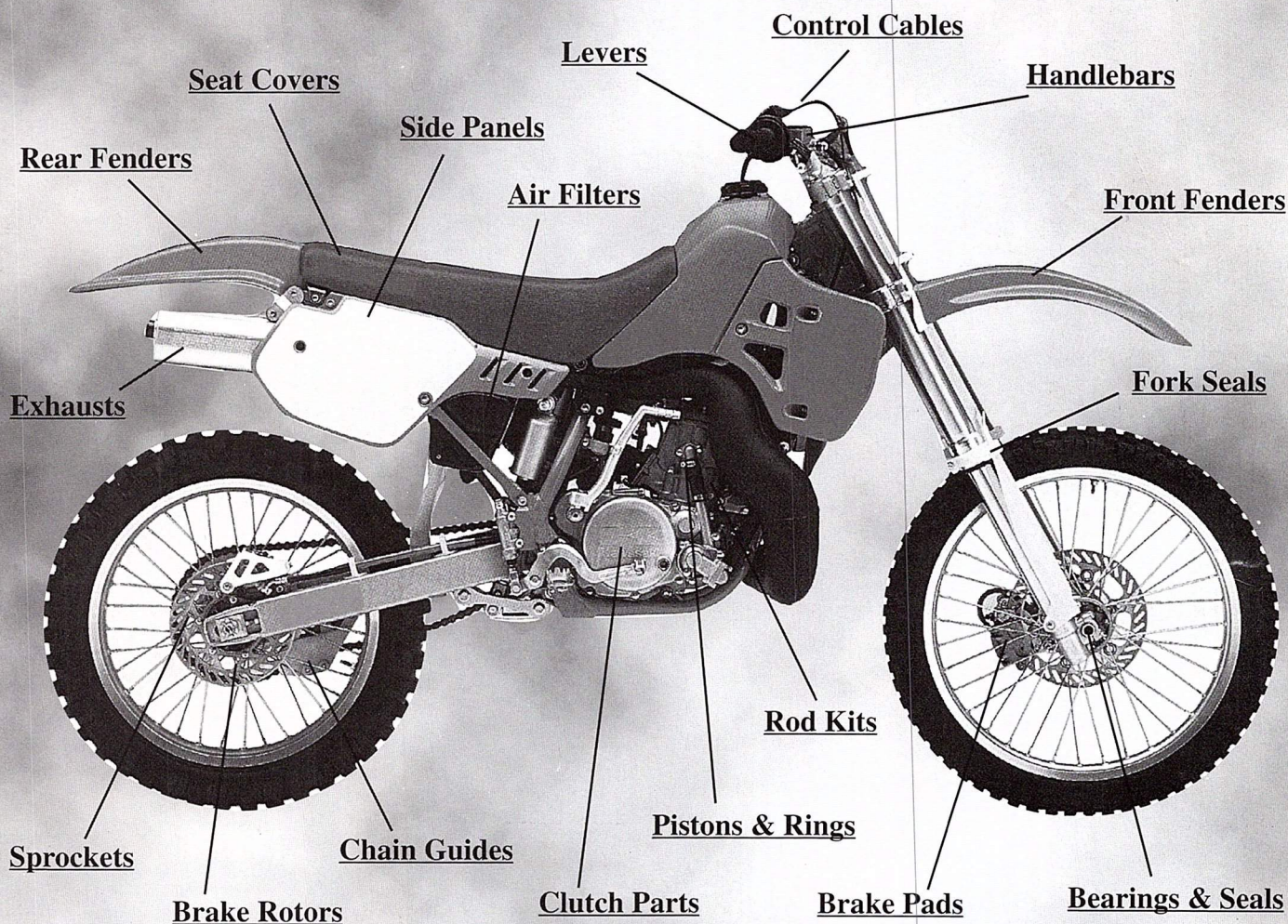
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